HISTORY OF THE
U.S.S. GREAT NORTHERN
DURING THE WAR
THE FASTEST NAVY TROOP TRANSPORT

D. K. ROMIG

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The Cause for Which We Serve

THE UNITED STATES SHIP

GREAT NORTHERN

HISTORY OF

A TROOP TRANSPORT

Built in 1915, by the Cramp Shipbuilding Co., at Philadelphia

Length: 524 ft. Speed: 24 knots
Width: 63 ft. (Oil Burning)
Gross Tonnage: 8,244

BEFORE THE WAR

Owned by the Great Northern Pacific Steamship Co.

Run: { in Winter / in Summer } Between { San Francisco and Honolulu / San Francisco and Portland }

Known as the "Palace of the Pacific" and the Fastest Passenger Ship under the American Flag

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BY
D. K. ROMIG

JAN -9 1919
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DEDICATED TO

Captain W. W. Phelps, U. S. Navy
and Captain S. H. R. Doyle, U. S. Navy, under
whose able commands the ship developed and maintained a
reputation for efficiency and smartness that will
ever be a just reason for pride to every
man that served on board

A Resumé of the Great Northern's Performances

1. Twenty trips through war zone in war-time.

2. Completed 72,000 miles in ten months.

3. World's record round trip to Europe—14 days, 4½ hours.

4. Beat "Leviathan" 3 hours in 3,200 mile race from Brest to Ambrose Channel on homeward leg of 8th trip.

5. Stands number *one* in the transport service, having landed more American troops per day per 1,000 tons, than any other troopship.

6. Completed 10th round trip 18 November and landed about 30,000 troops in France during 8 months' period ending 11 November, 1918.

Introduction

To commemorate the ten voyages this ship has made to France during the war, I have compiled this daily log, to record the History of the GREAT NORTHERN in the Service of the United States. I hope that this volume will help to keep up the enthusiasm which has always been so great on board this vessel, and to cement the friendship and comradeship which has been so marked, so that the dampening effects of time and failing memory cannot obliterate the GREAT NORTHERN'S record or cause her crew when widely scattered to forget the names of their shipmates during the war.

There was no better ship in the Naval Transport Service, nor was a ship ever manned by a more congenial, hard working crew.

We have read much of what they have done and are doing at Pelham Bay and Great Lakes, in fact from many of the Training Camps and Stations. But nothing do we read of the history of these vessels which have been running on ferry boat schedule from New York to France, going over with masses of troops and returning with wounded, sometimes staying scarcely 48 hours in port, always doing their best, at maximum speed.

We hope to see the wonderful histories of all other Navy transports in print so that the enviable records of these vessels will be available to all.

To the American Destroyer Flotilla (The Greyhounds of the Sea) which furnished us with escorts through the war zone, we pay our highest admiration and respect. If they do not write their experience, we shall do all we can to tell it for them, but no one, except the men who have truly experienced the one and one-half years of pitching and tumbling on the great Atlantic, in the incessant hunt for the submarine and acting as escorts to convoys can ever do justice to the most potent branch of our Navy during this war.

I hope that this book will aid to stir up enthusiasm and bring to print the much censored activities of these two great branches of the Naval Service, namely the Destroyers and the Transports.

D. K. ROMIG.

SISTER SHIPS

GREAT NORTHERN and NORTHERN PACIFIC, before the war the two fastest passenger ships flying the American Flag

Entry Into War Service

On November 1, 1917, this great ship was placed in commission as the U. S. S. GREAT NORTHERN in the Navy Yard at Bremerton, Washington. No ceremonies marked the occasion, for it was during the period of vast expansion of the Navy, and no time or thought was given to aught else but to the stern prosecution of the war.

The officers and men who joined the Naval Service to serve on board when she was taken over by the United States Government and who remained on board until the cessation of hostilities are:

Lieutenant-Commander Charles Porta, U. S. N. R. F.
Lieutenant George Grundy, U. S. N. R. F.
H. B. Donahey, C. W. T., U. S. N. R. F.
R. M. Connors, C. C. Std., U. S. N. R. F.
G. Irving, C. C. Std., U. S. N. R. F.
G. H. Saunders, Stk. 3c., U. S. N. R. F.

Period of Fitting Out

From 1st November, 1917, to 17th January, 1918, the ship was in the Navy Yard undergoing alterations necessary to convert her from a passenger steamship to an armed troop transport. During this period, work of reconstruction went on day and night, Sundays and holidays. So rapid and complete were the changes made that on 1st November she was a beautiful passenger ship; on the 1st of December she appeared an utter wreck, and on the 17th of January, 1918, she steamed out of Puget Sound a thoroughly rebuilt troop transport.

A nucleus assignment of officers of the Regular Navy were ordered to the ship during the first months of her commissioning, and most of the other officers to complete her complement were assigned from the Naval Auxiliary Reserve Force, and were, for the most part, seafaring men with vast experience in the merchant service. Most of the crew were assigned to the ship during the months of November and December.

Captain W. W. Phelps, U.S.N., Commanding Officer of the Great Northern, from 11th November, 1917, to 20th September, 1918; then placed in command of the U.S.S. Leviathan

Only about thirty men of this assignment were regulars with previous sea service. These men, with about twenty Naval Auxiliary Reserve men, were the only men on board who had had previous experience at sea. Upon the shoulders of this nucleus of officers and men was the stupendous task of whipping into shape a real "Man-O-War" organization, and its accomplishment speaks volumes for the efficiency of the Captain, his officers and men. The majority of the crew came from the Northwestern states. And though recruits at that time, they were the kind of raw material that, under the right tutorship, would be a credit to any organization.

No one will forget the first few months of commission, the enthusiasm and the hard work. The GREAT NORTHERN'S spirit of "hit the ball, and get results," was born in the Navy Yard at Bremerton, Wash., and has been the motto ever since.

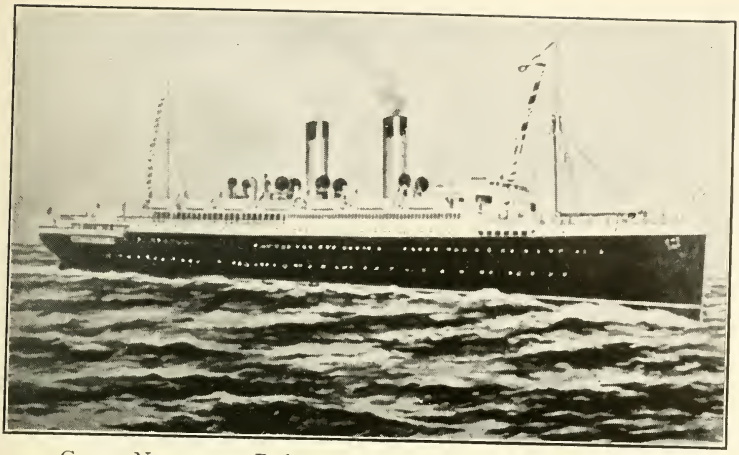
The GREAT NORTHERN gave a farewell dance on the 28th of December, 1917, in the Arcadia Hall at Bremerton, Wash., and although the committee had but a half day to arrange the details, everything went splendidly, and many times do the men look back to that happy evening, though it marked the separation from home, friends and relatives.

From Bremerton, Washington, to New York, N. Y.

On the 17th of January, 1918, at 12.40 p.m., the GREAT NORTHERN cast off lines and stood out Puget Sound for a standardization run, never again to return until the cessation of the war, or perhaps not even then. On board was a crew of about thirty-six officers and three hundred men, also a draft of 675 bluejackets for the East Coast.

On the evening of the 18th of January, 1918, an entertainment was given to Captain W. W. Phelps, Commanding Officer, and it was here that great talent was discovered amongst the draft and crew. The show that evening was as good as any vaudeville west of Broadway.

On the 19th of January, 1918, the GREAT NORTHERN completed her standardization run and proceeded on her way out of the Sound, San Francisco bound. Arrived at San Francisco on 21 January, 1918. Overnight liberty was given to the crew and bluejacket draft. On 23 January, 1918, received an additional draft of 831 bluejackets from the Naval Training Camp at Mare Island, for transportation to the East Coast. On 25 January, 1918, left dock and anchored out in the harbor; took aboard 445 alien enemies, and a guard for them of about



GREAT NORTHERN, Before Being Taken Over by the Navy

U. S. S. GREAT NORTHERN at Sea

400 soldiers. Sailed for Panama the same date. The trip to Panama was one long to be remembered. Initial drills were rehearsed daily to fit the ship for the duty it was about to enter. The peaceful Pacific was a little turbulent. Perhaps a thousand or more of the men on board had never been to sea before and their first introduction was a little too much for them. Cheeks that were red and full of color from the vigorous training at various training camps turned ashen. Despite Hoover's food conservation instructions, many there were who painfully and miserably gave up all they had eaten on the trip. Afterwards some of them even claimed that they had tasted rare morsels they had eaten months before, during the aforesaid process of "feeding the fishes." But it did not take long for these recruits to get their sea-legs, and now, after one year of enviable sea service, there are many who will laugh at their first experience on the way to Panama.

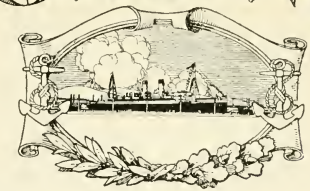
Arrived at Balboa on January 31, 1918; remained there until the 2nd of February, liberty being granted to everyone where practicable. Never did a ship's company enjoy a few hours liberty more thoroughly than there. Cocoanut Grove was invaded by a thousand real "wild and woolly" Westerners, where their intense and rol-

licking enjoyment might be expressed in two words: "Everything Rough."

On the 2nd of February, 1918, at about 6.30 a.m., this ship commenced its trip through the greatest canal in the world. Everybody off watch went on deck to observe this memorable passage through the Panama Canal. First passed through the two chambers of the Miraflores Locks, thence to the Pedro Miguel Locks, then through Galliard and Culebra Cut, and then into Gatun Lake, where we anchored for a short period. From there proceeded through the Gatun Locks. At 5.00 p.m. the ship anchored off Colon. No one who has made a trip through the Canal will ever forget it. It is a colossal monument to the greatness of the United States. The nations which have treated this great country with contempt should have at least taken warning and read their folly in this magnificent undertaking and completion of a huge canal from the Atlantic to the Pacific. In commemoration of this passage through the canal, a testimonial was given to each member of the crew, a facsimile of which appears on opposite page.

At 6.00 p.m. on 2nd February, 1918, the ship steamed out of Colon Harbor and proceeded to Charleston, S. C. Arrived at Charleston on 6th February, 1918, and delivered the 445 alien enemies whom the ship had transported from San

U.S.S. Great Northern



TO ALL TO WHOM THESE PRESENTS SHALL COME

GREETING

Whereas··· WAS A MEMBER OF THE CREW, THAT, ON THE SECOND DAY OF FEBRUARY, 1918, SAILED THE U.S.S. GREAT NORTHERN THROUGH THE PANAMA CANAL, WHILE BOUND FROM THE PORT OF SEATTLE TO THE PORT OF NEW YORK, IN THE SERVICE OF THE UNITED STATES GOVERNMENT, TO ASSIST IN THE PROSECUTION OF THE WAR AGAINST GERMAN AGGRESSION AND IN THE MAINTENANCE OF THE RIGHTS AND LIBERTIES OF MANKIND, AND

Whereas· IT IS DESIRED TO COMMEMORATE THIS PASSAGE BY RECORD, NOW, THEREFORE. IN RECOGNITION OF THIS PASSAGE AND OF HIS MEMBERSHIP IN SAID CREW, WE AWARD THIS

Certificate

IN WITNESS WHEREOF ARE AFFIXED HERETO THE SEAL OF THE U.S.S. GREAT NORTHERN AND THE SIGNATURE OF THE COMMANDING OFFICER GIVEN AT THE CITY OF NEW YORK THIS 9th DAY OF February, 1918

.....

Captain, U.S.N.

Francisco, to the Army authorities at Charleston, S. C., for internment.

An incident which happened on board during our passage from San Francisco to Charleston may have been, or may not have been, significant of what these aliens would have done, had they had the opportunity to destroy the ship. It does, however, clearly demonstrate the ability of even the newly enlisted man to "use the bean" in a case of emergency where no precedents had been established. It was late at night and the sentry who was on the forward stairway on which the aliens could only make their escape from their quarters, noticed a crowd of them hastening towards him. He quickly forgot his dizzy seasick feeling and ordered them to halt, which command they reluctantly obeyed. One of them spoke up hurriedly and said there was a fire in one of the staterooms and that they would have to get by or they would all be burned up. The sentry leveled his rifle and ordered them back, saying that as they had started it, they would have to put it out or burn up in it. Needless to say, the fire was hastily put out by the aliens. Had this sentry allowed them to push past him and clambor up the stairway, blocking all passage downward so that the ship's fire party could not have gotten to the scene early, it might have resulted in serious damage or even complete loss of the ship.

Another incident in regard to these aliens might well be recorded here, for though they were treated with the greatest amount of forbearance by the officers and crew of the ship and by the Army detachment who were sent along to guard them, and despite the fact that they were eating from the same mess as the officers and crew, these aliens made a complaint to the Swiss Minister, who was then representing Germany in the United States, that they had not been treated well and that the accommodations and meals served them were bad. Yet our own Army has been transported to Europe under more crowded conditions, and the food has been the same and has been relished by all. No such complaint has been heard from these soldiers, nor has any of the crew ever been heard to say anything except that this was the best feeding ship they were ever on.

On 7th February, 1918, sailed for New York, arriving at Hoboken docks at about 4:30 p.m., 10 February, 1918. On 11th of February, 1918, transferred the draft of bluejackets to the Receiving Ships at Philadelphia and New York. On 12th February, 1918, left Hoboken Docks and proceeded to the Navy Yard.

Stay in Navy Yard, New York

During stay in Navy Yard, all hands were given five days' leave. No one failed to take advantage of this opportunity to see the sights in New York, for only a few of the crew had ever been there before. On 28th February, 1918, Mrs. Phelps and a number of members of the Y. W. C. A. came on board, bringing comfort kits to distribute among the crew. Later an entertainment was given and everyone enjoyed themselves thoroughly. One cannot pass by this date without thinking of, and appreciating the kindness, thoughtfulness and thoroughness with which this noble lady, the Captain's wife, always looked out for the boys from the GREAT NORTHERN, and many of the articles which made life aboard ship more comfortable were directly or indirectly gotten through her efforts.

First Trip Across the Atlantic

On March 7, 1918, the Navy Yard completed work in connection with the placing of four six-inch guns on board, two forward and two aft. Proceeded to the docks at Hoboken and took on stores and troops for our first trip.

On March 9, 1918, the ship was inspected by Asst. Port Inspector, Army Piers, Hoboken, N. J. A letter in regard to this inspection follows:

"HEADQUARTERS PORT OF EMBARKATION

Hoboken, New Jersey

Insp. O.

333/7 (Great Northern) March 11, 1918. EEB/wec.

MEMORANDUM FOR: Commanding General, Port of Embarkation, Hoboken, N. J.

Subject: Inspection of U. S. N. T. GREAT NORTHERN.

1. By appointment with Commander of the ship, inspection made by Major Edward E. Britton, I. G. R. C., Asst. Port Inspector, at Army Piers, Hoboken, N. J., 10.00 a. m., March 9, 1918.

2. This ship originates with the GREAT NORTHERN S. S. Co., San Francisco; built 1915; tonnage, gross 8255, net 4184; fuel, oil; speed, 21 to 23 knots.

3. Fitted for the carrying of 2695 soldiers, in 10 compartments, Decks B, C and D; and for 150 officers in staterooms.

4. In addition to room in hold for troops' baggage, can carry about 250 tons cargo.

5. Messing, sleeping, toilet, lavatory and exit accommodations and facilities of the very highest type.

6. Life-saving devices consist of 16 28-ft. steel boats, capacity 672; life rafts, 49 nests, capacity 3400 men; life-preservers, "Kapok" jackets, 3600.

7. On arriving at gang-plank, the Inspector was piped over the side; joined Captain Wm. Woodward Phelps, Commander of the ship; Captain A. H. Robertson, U. S. N., Naval Aid, Port of Embarkation, and other officers in inspection of crew assembled at quarters. Each and every part of the ship was inspected.

8. The perfect battleship discipline observed, the appearance and fine material of the petty officers and men, the remarkably good order and thorough cleanliness of the ship, reflects high credit on its Commander and his officers. Especially the engineroom, as well as the entire ship, might well serve as models.

9. While free from unnecessary luxury, the material and workmanship in this ship are of very high order, and the arrangements in the way of convenience and accessibility for officers and men could not be well excelled.

EDWARD E. BRITTON,
Major I. G. R. C., Asst. Port Inspector."

On 12th March, 1918, steamed out of New York Harbor and the first trip across the "pond" had commenced. Though it was the first trip,

everything had been anticipated. The routine for Muster, General Quarters and Abandon Ship stations for the great mass of soldiers had been worked out beforehand, and it only took one or two drills on the first day at sea to perfect the organization to meet any emergency. A ship the size of the GREAT NORTHERN, carrying about 3400 souls on board, has no spare room. If the men of any one compartment were to go to the wrong station at any emergency, a panic might ensue, for there would be no room anywhere on the ship for them except that space allotted to them. Every soldier as he came aboard the ship was handed an instruction sheet, which, in a few words, gave him an idea just what he was to do and what was expected of him on the trip across. Here are the troop instructions reproduced:

"U. S. S. GREAT NORTHERN

INSTRUCTIONS FOR TROOPS

(All Navy and Army Officers will enforce the following)

Decks are named from upper deck down: Boat, A, B, C and D. Troop spaces are lettered and numbered; the letter means the deck, and the number the troop space on the deck, counting from forward. Strictly forbidden to open any air port.

Keep your life preserver and your filled canteen with you at all times when at sea. Before disembarking make the life preserver fast to your bunk where you found it, as others will want it after you have left the ship.

Wash your face and hands in BASINS IN THE WASHROOMS. Forbidden to take any food out of the Mess Hall. Do not touch drinking fountains with the lips. To do so may spread disease.

SMOKING—SPITTING—LIGHTS

DO NOT SPIT ON DECK. IF YOU HAVE TO SPIT, USE THE SPIT KIT.

THE USE OF TOBACCO, EITHER SMOKING OR CHEWING, IS PROHIBITED AT ALL TIMES IN BERTHING SPACES.

During daylight, smoke on open decks. Smoking lamps are provided instead of matches. Lit in smoking hours; not lit out of smoking hours.

MATCHES AND FLASH LIGHTS ARE NOT ALLOWED IN THE SHIP. All private or Government owned flash lights in possession of troop officers or men must be collected and stored by order of troop commander. All air ports must be securely covered at Sunset. Do not touch electric light switches or unscrew any electric light bulbs. If lights are not satisfactory, report facts to Troop Commander.

REMEMBER THAT AN EXPOSED LIGHT MAY RESULT IN THE DISCOVERY OF THE SHIP BY THE ENEMY.

RUBBISH AND GARBAGE

DO NOT THROW RUBBISH OF ANY KIND into toilet or wash troughs. (This includes tobacco bags and heavy paper.) Toilet paper is supplied by the ship. IT IS FORBIDDEN TO THROW ANYTHING OVERBOARD.

All rubbish will be put in the rubbish cans placed about the ship, and with all wooden boxes and other articles that will float will be sent to the incinerator, at times as

ordered, and burned. Metal boxes and cans will be punched with holes and thrown overboard only at night with the garbage. Do not place anything in the garbage cans that will float.

THE GENERAL ALARM

When the general alarm gongs sound, all army trumpeters will sound "ASSEMBLY" immediately. (If the gongs go out of business, the ship's buglers will sound "ASSEMBLY." The army trumpeters will always repeat and carry along the assembly when that call is sounded by ship's buglers.) Army officers repair to the places their units muster.

IF BETWEEN REVEILLE AND TAPS, all troops move on the run to the places assigned for muster and "fall in."

IF BETWEEN TAPS AND REVEILLE, troops turned in fall in at their bunks; non-coms immediately begin moving their detachments up to muster places in the order directed.

TROOPS MUST BE MADE TO RUN UP THE STAIRWAY AND HATCHES.

ABANDON SHIP

The general alarm does not mean abandon ship. It is the signal to get all troops assembled on the B Deck (10 feet above the water). A Deck and Boat Deck, all outside the ship's enclosed spaces, all as high up as it is possible to get them; to get them organized and under control. Any order to abandon ship will be given by the Captain. REMEMBER that in case of abandon ship, detachments must move up to the Boat Deck in an orderly succession. Bad discipline here will cause confusion and possibly loss of life. There is always lots of time to abandon ship. The plans issued show abandon ship assignments, and the route to such stations.

TROOP RECREATION SPACES

Troops may use the following spaces for recreation: Passageways, starboard and port, C deck between frames 136 and 186. B deck, starboard and port, from frame 20 to 48. B deck from frame 157 to stern of ship. A deck, starboard and port, frame 99 to 180. Boat deck abaft officers' deck house.

SPACES TROOPS MAY NOT ENTER

Troops must not enter officers' quarters except on duty.

Troops are forbidden the following places at all times except when on duty:

1. Crew's space on A deck, frame 46 to frame 99.
2. A deck from frame 180 aft.
3. B deck from frame 48 to frame 113. (Army officers' staterooms, Army officers' messroom and pantry.)
4. Engine rooms and fire rooms, C deck from frame 135 to frame 159, officers' staterooms and log room, engineers' berthing space.
5. Steering engine room.
6. Cargo spaces and hatch trunks.

U. S. S. GREAT NORTHERN

SAFETY REGULATIONS

IN FORCE AT ALL TIMES

Troop Space..... Bunk No.....

Abandon Ship Unit.....

Nothing to be thrown overboard.
Nothing to be thrown in the latrines.

All refuse to receptacles provided. Dumped only as ordered.

Don't spit on the deck.

ADDITIONAL IN FORCE ALWAYS WHEN AT SEA:

Every man should keep a sharp lookout for Submarines.

Screen lights at sunset.

After sunset, no smoking on weather decks—no matches, no lights.

The ship carries very little fresh water. Use it sparingly.

All water-tight doors to be kept closed, except for access.

Do not open air ports.

Ship's company berth only as assigned.

ADDITIONAL IN FORCE IN SUBMARINE ZONE:

Do not take off any clothing.

Keep warmly clad.

Keep your life jacket and filled canteen on day and night, at all times.

No hammocks for ship's company.

Ship's company camp out nearest to stations as ordered.

The Two Atlantic Ports the GREAT NORTHERN Ran Between
(New York and Brest, France)

WARNING!

Failure to comply: Court-martial charges.

The messing arrangements alone required the greatest amount of attention, for it was necessary to allow each man only twenty minutes from the time he entered the mess hall until he finished his meal and left. As soon as one group finished, another group would enter the mess hall. In one and one-half hours the entire Army personnel on board was fed, and the work of cleaning up and preparing for the next meal commenced. Cooks and bakers worked night and day to keep the soldiers fed well and promptly at the scheduled time.

Ship's Organization

The ship's company was divided up into six departments:

The Gunnery: composed of gun crews and deck force.

The Navigation: composed of men connected with the navigation of the ship.

The Engineers: composed of men in connection with the propulsion of the ship.

The Supply: composed of men who handle the requisitioning, accounting for, and distributing of supplies, including cooks and bakers.

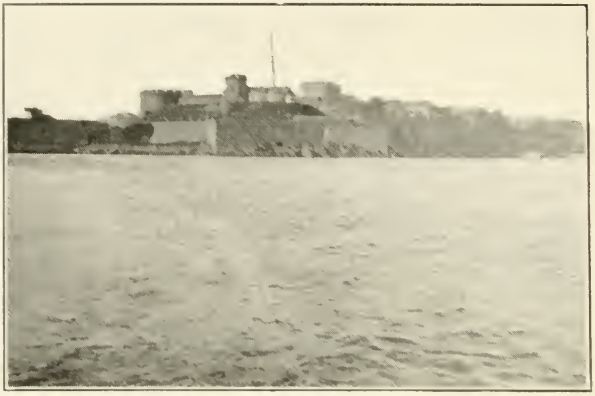
The Medical: composed of men who take care of the sick and sanitation of the ship.

The Construction and Repair: composed of artificers who make repairs and alterations.

In time of peace, one or two men are all that are required to man a lookout station. In this war, owing to the low visibility of a submarine's periscope, every man available was used as a lookout.

Forward on the foremast was a lookout station known as the high lookout. In the war zone this lookout was manned by one officer and two men.

Directly over the bridge was a lookout station, known as the Circle of Lookouts. In the war zone this circle was occupied by one or more officers and twelve men, each man having a sector of 30 degrees. Each man would keep his glasses continuously glued on his own sector and thus the complete circle, or the water all around the ship, was always being scanned, and nothing could escape for long if everyone was on the job and the day was clear.



The Chateau at Brest, France, U. S. Naval Base

A View of Brest, France

First Trip Across the Atlantic

12 March, 1918, at 8.00 p.m. steamed down Ambrose Channel and at 11.00 p.m. passed Ambrose lightship, standard speed about 19 knots.

13 March, 1918, at sea. At 9.30 a.m. held quarters for muster; at 9.45 drill call sounded, gun crews at sighting and fire control; at 10.40 Assembly for troops to familiarize them with their assembly stations, and at 11.10 Retreat from General Quarters. At 3.00 p.m. General Alarm and Assembly sounded; at 3.10 Abandon Ship sounded; at 4.21 Secured from All Drills; at 5.43, Sunset, Screen all exposed lights. At 9.15 p.m. sounded General Alarm and had Abandon Ship Drill; at 9.40 Retreat sounded from Abandon Ship drill.

14 March, 1918, 9.35 General Quarters sounded. 11.20 to 12.00 noon, Captain gave instructions on defense from submarine attack and demonstrated zigzag course. At 3.33 submarine target lowered into water preparatory to having target practice; at 3.34 General Alarm sounded, crew at battle stations; at 3.53 sounded Cease Firing.

15th March, 1918, Drills as on previous day.

16 March, 1918, 10.11 a.m. fired one round of all guns of 6-inch battery; at 10.20 ceased firing; at 10.22 Quarters for Commanding Officer's inspection; at 11.34 Retreat from Commanding Officer's Inspection.

17 March, 1918. Had usual drills.

18 March, 1918. Entered war zone, received submarine warning. All hands put on life preservers and canteens. All drills carried out. Special precautions for submarines taken. Crew stood watch of four hours on and four hours off night and day until reaching port. All watches were doubled and everyone slept with clothes on. Ship began her zig-zag course. Everyone was on the alert expecting to see a submarine at any moment.

19th March, 1918. Steaming through war zone, 19 knots standard speed. Held drills. Met two trawlers sweeping for mines. Joined by destroyer escort, which was sent to convoy the ship into port.

20th March, 1918. Arrived at Brest, France. Commenced unloading cargo and troops immediately. Liberty party sent ashore. The starboard watch, as usual, made the first liberty from 3.00 p.m. to 5.00 p.m. Had a great time in that short period, most of the time being occupied in purchasing souvenirs.

A Rough Day for the Great Northern

21st March, 1918. Brest Harbor, continued discharging troops. Sent liberty party ashore early, port watch. Some came back too late. For L. T. Smith, Daffin, Hendricks, Nowy and Weeks, this page will always be a war diary of the "Battle of Brest," in which they will have to record their ignoble capture. The "sheriff" alone made his perilous escape by dashing for a hay wagon and camouflaging himself as a Hulu Hulu girl, then jumping in the bay, swam to safety.

22nd March, 1918. Completed unloading of troops and cargo. Starboard watch sent ashore on liberty. In the evening the Y. M. C. A. gave an entertainment.

23 March, 1918. Underway at 4.45 and proceeded to sea, escorted by the Destroyers Wadsworth and Nicholson.

24th March, 1918. At Sea in War Zone.

25 March, 1918. At Sea in War Zone. Heavy weather commenced.

26th March, 1918. Out of war zone; returned from double watches to one section watches. Once more turned into hammocks and bunks with clothes off.

27th March, 1918. Steaming through heavy sea, taking seas over the bow. James E. Boyle, C. B. M., was knocked down by a wave and received a lacerated wound on the scalp and left

side of the back. Ship slowed down to rescue him from the forecastle, and he was then taken to the sick bay.

28th March, 1918. At sea, fair weather. Nat Goodwin was able to be about again after three days' confinement to his bunk.

29th March, 1918. At sea, steaming at 21 knots, nothing unusual.

30th March, 1918. Arrived at Hoboken Docks and completed first round trip.

From March 31 to April 3, 1918. Remained at Hoboken, N. J., and all hands had liberty. Had Admiral's inspection. Extract of report follows:

"Appearance of ship:
(a) Inside. Excellent.
(b) Outside. Excellent.

Appearance and bearing of
(a) Officers. Very Good.
(b) Crew. Very Good.

Impression of junior officers and crew with regard to neatness, alertness, military bearing and discipline.

This is a new ship, in excellent condition as to material and cleanliness. The cleanest and smartest transport that I have seen.

(Signed) A. H. Robertson.

Approved: The Force Commander inspected this ship 1 April, 1918, and found her in excellent condition."

"Gun's Crews" on Duty in the Submarine Zone

"Gun's Crews" on Duty in the Submarine Zone

Second Voyage

4 April, 1918. Left New York; proceeded to Newport News, Va.

Arrived 5th April, 1918. In going up through Hampton Roads, passed by some of our newly built super-dreadnoughts and everyone was impressed by these huge floating forts.

5th and 6th April, 1918. Having completed loading of troops, got underway and proceeded through Hampton Roads on second trip across.

7 April, 1918. At sea, usual drills, no excitement.

8 April, 1918. At sea, joined by the U.S.S. AMERICA.

9 and 10 April, 1918. At sea, accompanied by U.S.S. AMERICA.

11 April, 1918. At sea, with U.S.S. AMERICA. At 5.40 a.m. object was sighted which looked like a periscope, bearing almost dead ahead. General Quarters was sounded. Submarine Warning Signal was hoisted. At 5.56 object was made out to be a floating gas buoy flashing a white light. This was the first real excitement and everyone had hastened to their

battle stations. It was with more disappointment than relief, to find that this mysterious object was only an inoffensive gas buoy wandering around the world.

12 April, 1918. At sea, accompanied by the U.S.S. AMERICA. At 9.30 a.m. AMERICA broke "man overboard" signal and sheered off and retraced her wake. The GREAT NORTHERN maneuvered to stand by the AMERICA in case of emergency. At 10.00 a.m. AMERICA'S life boat picked up man that had fallen overboard. Both ships then proceeded on their course. In the afternoon joined by U.S.S. AGAMEMNON.

13 April, 1918. Entered war zone, accompanied by the U.S.S. AMERICA and U.S.S. AGAMEMNON.

14 April, 1918. At sea in war zone, joined by destroyer escort.

15 April, 1918. Arrived at Brest, France; commenced unloading troops and cargo.

16 and 17 April, 1918. Brest, France. Sent liberty party ashore from 11:00 a.m. to 5:00 p.m. Continued unloading troops and cargo.

18 April, 1918. The court martial board which had been meeting for the last three days to decide the degree of culpability of some of the members of the crew in their last liberty in Brest, adjourned.

Second Division

Navigation Division

19 April, 1918. Brest, France. Took on board a number of persons, including three Army Nurses, for passage to the United States. Got underway at 3:00 p.m. and proceeded to sea with U.S.S. GEORGE WASHINGTON and U.S.S. AGAMEMNON and destroyer escorts.

20 and 21 April, 1918. At sea in war zone, with escorts and two transports as mentioned before.

22 April, 1918. At sea, out of war zone. GREAT NORTHERN and AGAMEMNON held target practice. GEORGE WASHINGTON passed by, heading Westward. After completing target practice this ship was compelled to stop for over an hour in order to haul in target she was towing for AGAMEMNON to fire at. The AGAMEMNON, known as a pretty fast ship, sent a signal to the GREAT NORTHERN saying "Good-bye, wish you a pleasant voyage." Then she pushed right on ahead of this ship and was soon on the horizon. However, as soon as the target was secured on board, this ship put on speed and soon overcame the lead the AGAMEMNON had on her and then passed on by, notwithstanding the fact that a heavy sea was running, which necessitated this ship to run considerably less than full speed.

23 April, 1918. At sea, caught up to and passed by the GEORGE WASHINGTON.

24 and 25 April, 1918. At sea, standard speed about 21 knots, nothing unusual.

26 April, 1918. Arrived at New York. Docked at Hoboken, N. J.

27, 28, 29 and 30 April, 1918. 48-hours liberty granted to crew.

1 May, 1918. Completed taking on troops and stores.

Unloading Troops at Brest, France

Prisoners of War in Brest, France

Third Voyage

2 May, 1918. Left New York on third voyage across.

3 May, 1918. At sea. Sighted can buoy, opened fire with one-pounder.

4 and 5 May, 1918. At sea. Everything "tomatoes."

6 May, 1918. Submarine Defense Drill, fired 6-inch guns.

7 May, 1918. Entered War Zone. Crew took submarine zone stations.

8 May, 1918. In War Zone.

9 May, 1918. In War Zone. Destroyer escort joined ship.

10 May, 1918. Arrived at Brest, France. Unloaded troops and cargo.

11 May, 1918. Sailed from Brest, France, on return trip accompanied by Destroyer Escort.

12 and 13 May, 1918. In War Zone, making good speed for the U. S.

14, 15, 16 and 17 May, 1918. At sea.

18 May, 1918. Arrived at New York, having completed a round trip in sixteen days.

19, 20 and 21 May, 1918. In port, loading troops and cargo.

Fourth Voyage

22 May, 1918. Left New York, accompanied by sister ship the U.S.S. NORTHERN PACIFIC. This was the one ship that the GREAT NORTHERN and her crew would like to keep company with. She was the same build and of *about* the same speed as this ship. Her crew was gotten together at the Navy Yard at Puget Sound at the same time as the GREAT NORTHERN was fitting out there. Both crews were well acquainted and were for the most part residents of the same states.

23 May, 1918. Held target practice with NORTHERN PACIFIC.

24 May, 1918. At sea, accompanied by NORTHERN PACIFIC; choppy sea.

25 May, 1918. At sea. Sighted smoke on the horizon, dead ahead. Six-inch battery manned. Made out to be a British freighter.

26 and 27 May, 1918. At sea with NORTHERN PACIFIC.

28 and 29 May, 1918. In war zone with NORTHERN PACIFIC and destroyer convoy. No excitement.

30 May, 1918. Arrived at Brest, France.

1 June, 1918. Brest Harbor, France.

One of the Transport's Peace Makers in Action

A Destroyer Dropping a Depth Bomb

2 June, 1918. U.S.S. WARRINGTON brought in and delivered to this ship, the survivors of the Troop Transport, U.S.S. PRESIDENT LINCOLN, which ship had been torpedoed and sunk about 500 miles out of Brest. This ship met the PRESIDENT LINCOLN going out from Brest on 30 May, 1918. A short narrative of the sinking of the PRESIDENT LINCOLN as told by Chaplain G. C. Whimsett, U. S. Navy, one of the survivors, and later Chaplain on board this vessel up to the cessation of hostilities, follows:

The Story of the Sinking of the President Lincoln

On the morning of May 30th, 1918, the PRESIDENT LINCOLN, on her fifth return trip, was steaming at full speed in company with the RYNDAM, SUSQUEHANNA and ANTIGONE. At about 8.57 a.m., when we were commencing to zigzag, a torpedo wake was sighted about 600 yards to the port beam, by persons on the port side of the ship, several of whom called to the bridge. The order "Hard right rudder" was given. Before the ship could respond to the motion of the steersman, an explosion took place, which shook and raised the ship out of the water. Before the concussion

of the explosion was over, another took place, seemingly in the same part of the ship.

General Alarm sounded throughout the ship and all hastened to their Abandon Ship stations. Before most of them could get there, however, still a third explosion took place, well aft of the first two and on the port side. It was afterwards learned that the first two torpedoes had hit the ship just aft of the bridge, one about on the level of the water and the other about 15 feet below, both hitting in the coal bunkers, at which place men were engaged at the time in shifting coal from one bunker to another. The third explosion hit just aft of the engine room.

Immediately following these explosions, the ship took a heavy list to port. All guns began firing, for the purpose of keeping the submarine below, although no periscope was sighted. The other three ships which accompanied us speeded away, soon disappearing over the horizon.

Slowly the ship righted herself on an even keel, though gradually sinking, and it was thought for a time that she might be saved. Therefore, word was not passed to abandon the ship, but to stand by prepared.

In the meantime, all safety valves had been opened; working parties had gone throughout the ship to estimate the damage; men wounded in the explosions had been brought to the sick bay and given what treatment was possible;

and the Army sick, of whom we had 120, were prepared for the open boats. At 9.10 the Captain, by a motion of his hand, signalled all to abandon ship.

The ship was equipped with fourteen lifeboats, two of which were destroyed in the explosion, and two were smashed in lowering. The other ten were safely lowered and shoved off, taking with them all sick and all Army passengers. The next step was the throwing over of the life rafts, which was hurriedly done, then the jumping into the water of the men who remained on board. This was all accomplished within five or six minutes at the most. All the time the forward guns kept up an incessant firing, the after guns by this time being under water.

At 9.15 the ship gave a sudden lurch and sank, stern first, just 18 minutes after she was first hit.

The men who had jumped in the water climbed on rafts and the boats took on their full capacity. At about 10 o'clock, when every one was feeling more or less comfortable and waiting for someone to come and pick us up, we sighted what was thought to be a sail on the horizon. We watched it, as it came closer, and finally made it out to be a submarine. It was hard to express the feeling that existed upon discovering this submarine. Every one had settled back, feeling that the worst was over, and

tranquilly waiting to be rescued. To have this "sea-louse" come upon us, to add to our misery, was enough to "get anyone's goat." As the submarine came closer, we saw that she had on her bow a large gun, trained on us. There was also a smaller gun on her stern. These guns were variously estimated to be of 6 and 4-inch caliber, respectively. The submarine circled us several times, with the guns trained on us, and the gun crews were continuously changing the loads, as if to tantalize and intimidate us. The Submarine Commander called out, in plain English, for our Captain, but fortunately the Captain and other officers had removed their blouses and substituted sailors' jumpers, the officers in the boats taking oars. The answer was given back that the Captain had been last seen on the ship.

For two long, anxious hours the submarine remained with us, continuously searching for the Captain, perhaps with the object of sinking another ship which might come to our aid.

At about 12 o'clock the submarine took aboard two of the sailors, leading them both below. These men later stated that they had been given coffee, and one of them said that he had seen on the submarine's bulkhead a list of five ships, namely: The LEVIATHAN, AGAMEMNON, MOUNT VERNON, PRESIDENT GRANT and PRESIDENT LINCOLN, all ex-German

U. S. S. Great Northern Anchored at Brest

passenger liners. As he was looking at this list, a German sailor scratched off the name of the PRESIDENT LINCOLN and said, "Now we have but four more to get." Needless to say, that list was never changed.

After the return of these men, Lieut. Isaacs was taken aboard the submarine and retained as a prisoner. This being done, the submarine left us, remaining on the surface, as she proceeded on her way. At about 3.30 in the afternoon, she paid us another unsociable visit, repeating her maneuvers of circling and loading and training guns on us until 5.30, when she left us for good.

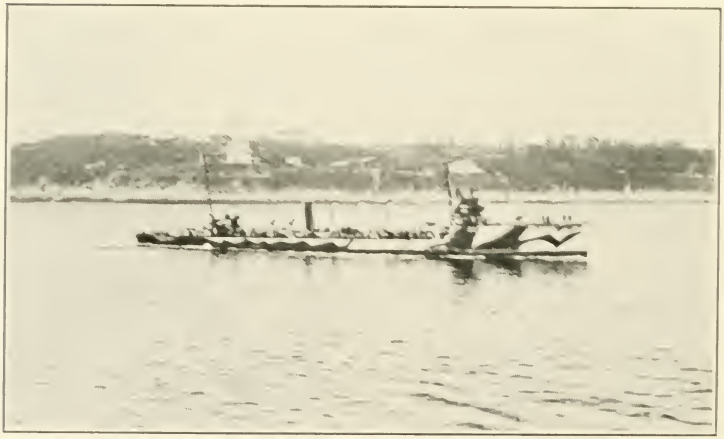
As dusk came, it was seen that the rafts and boats were by this time widely scattered, and it was evident that if something were not done by morning, they would be completely separated. Therefore, the Executive Officer of the ship took charge of the ten lifeboats, tied all rafts together, and they in turn were tied to the lifeboats. This task was not completed until about 9 o'clock. The leading boat lit a kerosene lamp, and all stood by and patiently waited.

At 11 o'clock rockets were sighted in the distance, and then a message was flashed from the destroyer—for such it proved to be—to extinguish all our lights. Coming closer, we saw it to be a destroyer, the U.S.S. WARRINGTON. After about fourteen long hours, which

seemed weeks, of tumbling and floating around in the vast ocean, the sight of this destroyer was enough to make us want to rise up from our cramped-up positions and give one long, tremendous, heart-rending, gladsome cheer, but such a demonstration would have interfered with the signalling and conversation with the destroyer. It signalled us that it would take aboard our sick, and within the next hour 550 of the more than 700 survivors were transferred to the WARRINGTON. Those who remained waited patiently until 3 o'clock in the morning, when the second destroyer, the U.S.S. SMITH, arrived and took us all aboard. Both destroyers waited until morning to see if any occupants of rafts or boats had been overlooked, and finding none, at daybreak proceeded to Brest, arriving there shortly after noon on June 2nd. Here the entire crew and officers were placed on board the U.S.S. GREAT NORTHERN and returned to the States, there to be refitted and returned again to sea.

Four officers and twenty-three men were lost when the PRESIDENT LINCOLN was torpedoed and sunk.

The "Boatswain" and His "Mates"



A Destroyer Coming Into Brest—The Greyhound of the Sea

Fourth Voyage—Westbound

3rd and 4th June, 1918. At anchor, Brest, France. Liberty granted to crew. Survivors of PRESIDENT LINCOLN'S crew on board, and fitted out with clothing necessary for their health and comfort.

5th June, 1918. NORTHERN PACIFIC and GREAT NORTHERN put to sea on return voyage.

6th June, 1918. At sea in war zone, NORTHERN PACIFIC ran down a whale, which fouled across her bow. She had to slow down to clear it.

7th June, 1918. Ran out of war zone. NORTHERN PACIFIC left formation and proceeded independently. Although this ship hoped to beat her in to port, she was handicapped by not having sufficient oil to run at full speed. So the race was unequal, the advantage being with the NORTHERN PACIFIC, which ship had sufficient oil to make her best speed.

It might be well to state here that this ship made the remarkable engineering feat of completing a round trip without taking additional fuel or water on board in France and maintaining an

average speed of nineteen knots per hour throughout the voyage.

8th June, 1918. Weather changed from smooth to choppy; had to slow down. NORTHERN PACIFIC nowhere in sight.

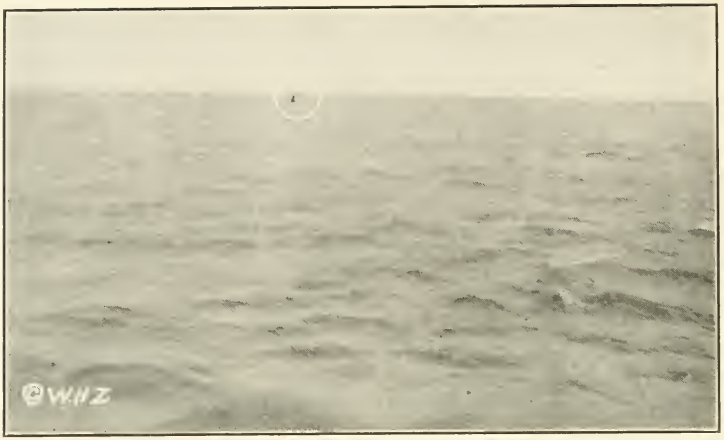
9th and 10th June, 1918. At sea, making good headway.

11th June, 1918. Very smooth sea, making good speed.

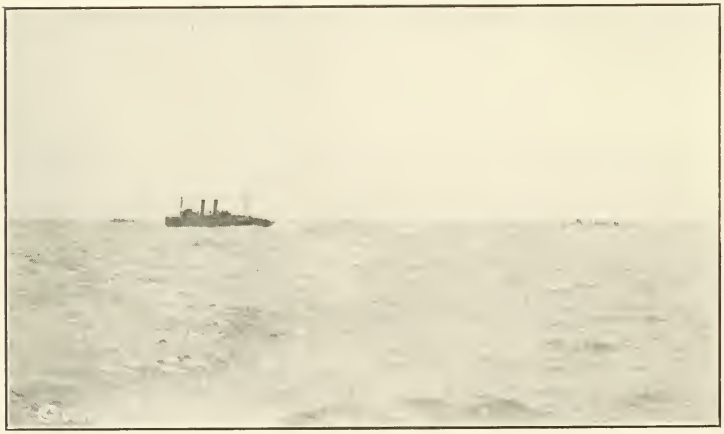
12th June, 1918. 7.30 a.m. passed Ambrose Lightship. Tied up to Hoboken Docks at 10.30 a.m., the NORTHERN PACIFIC having arrived early that morning.

13th June, 1918. Survivors of the U.S.S. PRESIDENT LINCOLN crew disembarked. Liberty Party sent ashore.

14th, 15th, 16th, 17th, 18th June, 1918. Docked at Hoboken, New Jersey, 72 hours liberty granted. Loading stores and troops.



Our first real scare on Sunday, June 23, 1918. The object in the circle was first sighted at 15,000 yards and reported as a periscope. Its appearance at that distance indicated that it was a sub. We commenced firing immediately, heading for it at full speed.



The picture here shows us, with two destroyers of our escort, heading for the sub. Our forward guns hit the object several times, but did not sink it. As we neared the object, it proved to be a drifting gas buoy. This happened in the sub. zone, three days out of Brest, eastbound, with troops on board.

Fifth Voyage

19th June, 1918. Left New York, accompanied by NORTHERN PACIFIC and destroyer escort.

20th June, 1918. At sea, with NORTHERN PACIFIC.

21st June, 1918. Held target practice with NORTHERN PACIFIC.

22nd June, 1918. At sea.

23rd June, 1918. Held Divine Services on board. Steaming in line with the NORTHERN PACIFIC. At 1.27 p.m. submarine reported bearing dead ahead on the horizon; sounded general alarm. Crew took battle stations; troops went to their emergency stations. Made all speed ahead. Forward battery commenced firing, firing about 13 rounds. Made out object reported to be a submarine to be a gas buoy. NORTHERN PACIFIC commenced firing shortly after this ship opened fire. As ship passed by the buoy, one-pounders were fired. NORTHERN PACIFIC continued to fire at the buoy after it had passed this ship's stern. Everyone, except perhaps those who were on the

bridge, thought that at last the ship had encountered a submarine and interest was keen, to say the least. Again there was that feeling of disappointment for some and relief for others, as it was pronounced a harmless buoy.

24th June, 1918. In war zone, semi-monthly pay day, and no place to go.

25th June, 1918. In war zone with NORTHERN PACIFIC; met destroyer convoy.

26th June, 1918. Arrived at Brest, France; commenced discharging troops and cargo.

27th June, 1918. Left Brest, France, with NORTHERN PACIFIC and destroyer escort.

28th June, 1918. At sea, in war zone. At 7.43 a.m. sighted steamer zig-zagging across our bow about 3000 yards away—the steamer failed to make colors; 8:35 Destroyer WINSLOW hauled about and headed for steamer; 8.40 ship turned about and went full speed ahead toward steamer. General alarm sounded; 8.47 fired two rounds over steamer's bow, as a signal for her to haul about. After second shot, steamer answered signal satisfactorily. Escort left in afternoon.

29th June, 1918. At sea, NORTHERN PACIFIC proceeded independently, taking her usual course southwestward. Here was an opportunity for a race on equal terms between the two fastest troop transports of the U. S. Navy. Everyone was interested, and a feeling of con-

Engineer Officers, When This Ship Made the World's Record Round Trip

fidence that the GREAT NORTHERN would beat her sister ship was felt by the majority.

30th June, 1918. At sea, making 22 knots and feeling sure we had the NORTHERN PACIFIC "on the hump," although she was nowhere in sight.

1st July, 1918. Still steaming at 22 knots. Keen interest in the race between the two ships was felt by every one.

2nd July, 1918. At sea, still hitting her up at 22 knots.

3rd July, 1918. Arrived at Ambrose lightship at 9.45 p.m. about six hours ahead of the NORTHERN PACIFIC, having made a record round trip, including the discharging of troops and cargo in France in 14 days and four and one-half hours, for which performance the following letters in connection therewith were received:

"FLAGSHIP OF CRUISER AND TRANSPORT FORCE UNITED STATES ATLANTIC FLEET

In reply refer to No. P-16-6.

Mail and telegraph address Steneck Bldg., Hoboken, N. J.

Telephone, Hoboken 3090

8th July, 1918

From: Commander Cruiser and Transport Force.

To: Commanding Officer, U. S. S. GREAT NORTHERN.

Subject: Performance of vessel.

1. The performance of the GREAT NORTHERN since joining the Transport Force, particularly her most recent voyage, completed in fourteen days, four and one-half hours, at the end of which she arrived in readiness for immediate service, is a source of gratification to the Force Commander. It indicates a commendable spirit of complete co-operation on board the vessel, which is the basis of success.

2. The Engineer's Department merits special commendation.

ALBERT GLEAVES."

Copies to:

Chief of Naval Operations.

Commander in Chief (U.S. Atlantic Fleet)

Copies of the above letter were furnished to each officer and man in the Engineering Department who made this fast voyage. Also the above men were furnished a letter from the Commanding Officer reading as follows:

"U.S.S. GREAT NORTHERN

4 July, 1918

From: Commanding Officer.

To: Officers and men of the Engineering Department, U.S.S. GREAT NORTHERN.

1. Last night, at 9.45 P. M., the ship completed a record round voyage from Ambrose lightship to Brest to Ambrose lightship in 14 days, 4½ hours. All boilers are found to be in excellent steaming condition; no tubes leaking, all auxiliaries running 100% efficiency, the main engines and main bearings in 100% perfect condition, and this after the ship has been running the last four days with the engine telegraphs at 'full' and the main

turbines making every revolution that could be got out of them; namely, from 330 to 335 revolutions per minute; and furthermore, the Engineering Department is this morning ready, after changing waters in the boilers, to start out again for the sixth voyage to the Coast of France.

2. The Commanding Officer feels that it is but a small recognition for faithful performance of duty to express his appreciation of this splendid performance, and takes pleasure in furnishing a copy of this letter to each officer and man of the Engineering Department of the U.S.S. GREAT NORTHERN, all of whom have contributed to this result by skillful attention to duty and loyalty to seniors and to each other.

3. This copy for W. W. PHELPS, Captain, U. S. Navy, Commanding, with best wishes.

"Copy for all bulletin boards."

The following telegram was also received:

"Department is gratified with the recent rapid round trip of the GREAT NORTHERN.

Comcrufor. G.N. 13031."

4 July, 1918. Proceeded from anchorage at Tompkinsville to Hoboken Docks. Shoved off liberty party.

5 July, 1918. Transferred forty men to the Receiving Ship for further transfer to vessels fitting out. Many a good shipmate left the ship in this draft.

6, 7, 8, 9, 10, 11, 12, 13 July, 1918. 3 days leave granted. Various minor repairs on ship completed.

14 July, 1918. Completed taking on of stores and commenced taking on troops.

ENGINEERING DATA.

Eastbound Voyage No. 5 (to Brest).

1. *Total time and distances—*

(a) Left dock, Hoboken, G.M.T. ..... June 19, 6:48 p.m.
(b) Arrived anchorage, Brest, G.M.T. ..... June 26, 5:20 p.m.
(c) Since leaving dock to arrival anchorage (166.53 hrs.)
6 days, 22 hrs., 32 min.
(d) Distance ..... 3211.7 miles

2. *Voyage for speed data, Ambrose to Pierres Noires—*

(a) Left Ambrose, G.M.T. ..... June 19, 9:17 p.m.
(b) Arrived Pierres Noires, G.M.T. ..... June 26, 4:10 p.m.
(c) Running time (162.88 hrs.) ..... 6 days, 18 hrs., 53 min.
(d) Total distance steamed ..... 3188.7 miles
(e) Average steaming speed ..... 19.45 miles
(f) Total distance made good ..... 3110.2 miles
(g) Average hourly advance (including zig) ..... 19.09 miles
(h) Average R.P.M. ..... 312.31 R.P.M.

3. *Fuel account—*

(a) Fuel bunkered, Hoboken ..... 18,850 barrels
(b) Total fuel on departure Hoboken ..... 21,140 "
(c) Total fuel, Hoboken to Brest ..... 10,410 "
(d) Fuel average per 24 hours ..... 1,500.24 "
(e) Fuel average per hour ..... 62.51 "
(f) Fuel on arrival Brest ..... 10,730 "
(g) Percentage of capacity ..... $\frac{10730}{21250} = 50.49\%$

4. *Fuel Data—*

(a) Total fuel, Ambrose to Pierres Noires ..... 10,271 barrels
(b) Average for 24 hours ..... 1,513.2 "
(c) Average for one hour ..... 63.05 "
(d) Average R.P.M. ..... 312.31 R.P.M.
(e) Average mean draft for passage ..... 25′ 7.7″
(f) Barrels per knot of distance steamed $\frac{10271}{3168.7} = 3.24$ barrels
(g) Radius at 312.31 R.P.M. (21,000 barrels)
$\frac{21000}{3.24} = 6{,}481.48$ knots

(h) Barrels per knot of distance made good ..... $\frac{10271}{3110.2} = 3.302$ barrels

5. *Water data—*

(a) Departure ..... 867.86 tons
(b) Total feed, Hoboken to Brest ..... 149.03 tons
(c) Average feed per 24 hours ..... 18.626 tons
(d) Tubes leaking ..... None
(e) Total evaporated ..... None
(f) Hours evaporators were run ..... None
(g) Total domestic use, dock to anchorage ..... 195.79 tons
(h) Average domestic use per 24 hours ..... 24.47 tons
(i) Personnel 3,385
(j) Average gallons per head per day ..... 1.97 gallons
(k) Water on arrival Brest ..... 515.64 tons
(l) Percentage of capacity on arrival ..... $\frac{515.64}{867.86} = 59.41\%$

WEATHER and SEA: Fine—partly cloudy—smooth.

WESTBOUND VOYAGE NO. 5 (TO NEW YORK).

1. *Total time and distances—*

(a) Left anchorage, Brest G.M.T. ..... June 27, 7:17 p.m.
(b) Arrived anchorage, Gravesend Bay ..... July 4, 10:34
(c) Since leaving anchorage to arrival anchorage (151.88 hrs.) 6 days, 7 hrs., .88 min.
(d) Distance ..... 3181.7 miles

2. *Voyage for speed data, Pierres Noires to Ambrose—*

(a) Left Pierres Noires, G.M.T. ..... June 27, 8:36 p.m.
(b) Arrived Ambrose, G.M.T. ..... July 3, 13:45
(c) Running (149.15) ..... 6 days, 5 hrs., 9 min.
(d) Total distance steamed ..... 3,147.7 miles
(e) Average steaming speed ..... 21.1 miles per hr.
(f) Total distance made good ..... 3,078.2 miles
(g) Average hourly advance (including zig) ..... 20.64 miles hr.
(h) Average R.P.M. ..... 325.28 R.P.M.

3. *Fuel account—*

(a) Fuel bunkered, Brest ..... 2,500 barrels
(b) Total fuel on departure Brest ..... 31,140 "
(c) Total fuel, Brest to Hoboken ..... 10,773 "
(d) Fuel per 24 hrs. (151.88 hrs.) ..... 1,702.32 "
(e) Fuel per hour ..... 70.93 "

(f) Fuel on arrival Hoboken..... 2,367 barrels

(g) Percentage of capacity on arrival..... $\frac{2367}{21250} = 8.97\%$

4. *Fuel data*—

(a) Total fuel Pierres Noires to Ambrose.....10,581 barrels
(b) Average for 24 hours..... 1,702.56 "
(c) Average for one hour..... 70.94 "
(d) Average R.P.M. .....325.28 R.P.M.
(e) Average mean draft for passage.....22′ 1″

(f) Bbls. per knot of distance steamed $\frac{10581}{3147.7} = 3.336$ barrels

(g) Radius at 325.28 R.P.M. (21,000 bbls.) $\frac{21000}{3.36} = 6{,}250$ knots

(h) Bbls. per knot of distance made good $\frac{10581}{3078.2} = 3.43$ barrels

5. *Water data*—

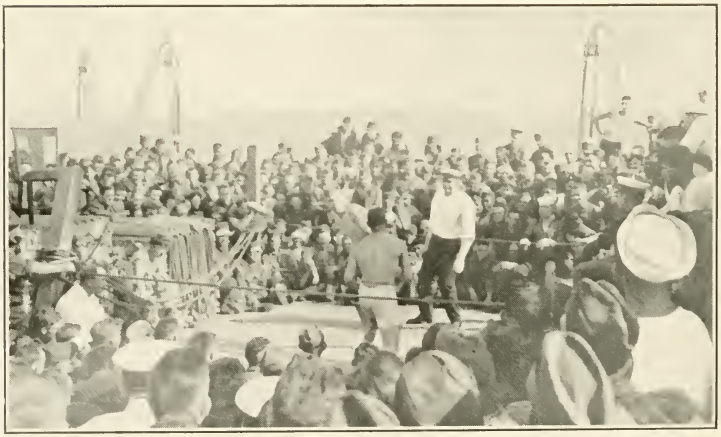
(z) Water taken in Brest.....None
(x) Water distilled lying in Brest.....None
(a) Departure .....472.63 tons
(b) Total feed, Brest to Hoboken.....137.75 tons
(c) Average feed per 24 hours..... 21.16 tons
(d) Tubes leaking .....None
(e) Total evaporated, Brest to Hoboken.....26.96 tons
(f) Hours evaporators were run.....19 hours
(g) Percentage of time evaporators were run.....12.5%
(h) Average evaporated per 24 hrs. of evaporation..33.84 tons
(i) Average evaporated per 24 hours of passage.... 5.34 tons
(j) Total domestic use, anchorage to anchorage...168.77 tons
(k) Average domestic use per 24 hrs.....24.11 tons
(l) Personnel 710
(m) Average gallons per head per day.....9.25 gals.
(n) Water on arrival Hoboken.....179.19 tons

(o) Percentage of capacity on arrival..... $\frac{179.19}{867} = 20.67\%$

WEATHER and SEA: Fine weather.

B. F. TILLEY, Lt.-Comdr. U. S. Navy,
Senior Engineer Officer.

View of Boat Deck, Loaded with Troops Bound for France



A Friendly Boxing Bout Between a Soldier and Sailor

Sixth Voyage

15 July, 1918. Got underway for sixth voyage. Joined by NORTHERN PACIFIC.

16 July, 1918. At sea, with NORTHERN PACIFIC.

17 July, 1918. At sea.

18 July, 1918. Held target practice with NORTHERN PACIFIC.

19th July, 1918. At sea with NORTHERN PACIFIC.

20, 21 July, 1918. Entered War Zone. Formed smoke screen to enable destroyer escort to pick us up; joined by escort.

22 July, 1918. Arrived at Brest, France. Discharged troops and cargo.

23 July, 1918. At Brest, France. Took aboard nucleus crews for Destroyers building in the United States.

24 July, 1918. Left Brest, France, in company with the NORTHERN PACIFIC.

25 July, 1918. At sea in War Zone, parted company with NORTHERN PACIFIC.

26 July, 1918. At sea; NORTHERN PACIFIC reported that she had sighted a submarine.

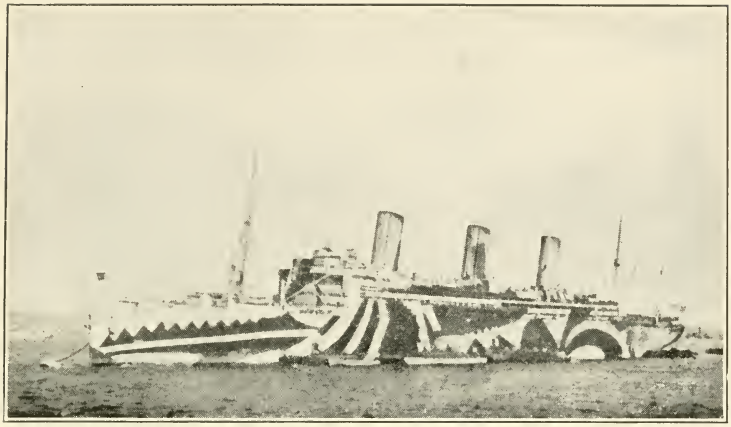
27, 28 July, 1918. At sea.

29 July, 1918. At 9:37 a.m. sighted barque, South West by South on the horizon. At 9:47 headed for barque at full speed all guns manned. Sounded General Quarters. Signalled for barque to heave to. Barque hove to, while circling around her at full speed, keeping her on our starboard bow, it was noticed she had two propellers. Spoke to her. Looked suspicious as her number in Lloyds Register did not agree with her name. And as German submarines were known to have ships of this sort accompanying them as supply ships. The Captain of the GREAT NORTHERN would not pass her by until assured that she was not an enemy supply ship. After having circled around her several times and speaking to her in Norwegian thru the megaphone as we passed close to her, the Captain was satisfied with her identity and at 10:56 a.m. proceeded on course bound for New York.

30 July, 1918. At sea, making average speed of about 20 knots.

31 July, 1918. Arrived at New York. Docked at Hoboken.

1, 2 August, 1918. Loaded troops and cargo, granted liberty, transferred nucleus crews.



The U. S. S. Leviathan (Formerly the Vaterland), Largest Ship in the Transport Service

The La France, a Large French Troop Transport

Scene on Boat Deck, on Our Way Over There with Troops on Board

Machine Gun "Ready for Action"

Our Life Boat Looking for Man Who Fell Overboard in Mid-Ocean

Seventh Voyage

3 August, 1918. Proceeded on Seventh voyage with the U.S.S. LEVIATHAN and NORTHERN PACIFIC accompanied by Destroyer and Dirigible and seaplane escort.

4 August, 1918. At sea, with the U.S.S. LEVIATHAN (formerly the German Liner "VATERLAND") and the NORTHERN PACIFIC.

5 August, 1918. Steaming as before with LEVIATHAN in middle. GREAT NORTHERN and NORTHERN PACIFIC.

6, 7 August, 1918. At sea with ships stated before.

8 August, 1918. NORTHERN PACIFIC hoisted man overboard signal. Retraced her wake; at 11:30 a.m. NORTHERN PACIFIC hauled down man overboard signal.

9 August, 1918. In war zone, sighted suspicious sailboat, made all speed towards it, to investigate; found to be a two-masted topsail schooner bound south.

10 August, 1918. At sea in War Zone with

LEVIATHAN and NORTHERN PACIFIC and large escort.

11 August, 1918. Arrived at Brest, France. Liberty party sent ashore.

12 August, 1918. Continued unloading troops and cargo; took on board Army wounded.

13 August, 1918. Put to sea with LEVIATHAN and NORTHERN PACIFIC and destroyer escort.

14, 15 August, 1918. In war zone, no excitement; on 15th left LEVIATHAN and NORTHERN PACIFIC and proceeded independently. Great interest was again shown in the ensuing race; however, this ship was unable to make full speed all the way across on account of insufficient oil.

16 August, 1918. At sea, making fine speed.

17 August, 1918. At 5:22 a.m. suspicious wake reported on starboard side; went back to investigate; found it to be nothing suspicious. 7:20 a.m. Man overboard, let go life buoy, engines stopped, sounded General Quarters. Lowered lifeboat. Thomas McAndrews, private, was found to be the man that went overboard. Lifeboat could not locate him. Picked up life buoy and lifeboat being secured proceeded on course.

18 August, 1918. Held Divine Service.

19 August, 1918. Pay day; making 21 knots, still retain hopes of beating the LEVIATHAN and NORTHERN PACIFIC.

Supply Division

20 August, 1918. Arrived in New York, docking about two hours after the LEVIATHAN and NORTHERN PACIFIC.

21 to 30 August, 1918. Docked at Hoboken. Seventy-two hours leave granted.

Eighth Voyage

31 August, 1918. Proceeded out of New York in company with the LEVIATHAN and NORTHERN PACIFIC and escorts.

1 September, 1918. At sea, accompanied as before.

2 September, 1918. Another day of excitement: 10:30 a.m. sighted floating spar on starboard bow, first reported as a periscope; fired one round from 6-inch gun. General quarters sounded. At 10:33 a.m. sounded retreat from general quarters.

3, 4, 5 September, 1918. Nothing new except pay day on the 5th.

6 September, 1918. At sea in War Zone.

7 September, 1918. Arrived at Brest, France, at 7:35 p.m.

8, 9, 10, 11 September, 1918. Brest, France. At anchor. Discharged troops and cargo.

12 September, 1918. Put to sea in company with LEVIATHAN and NORTHERN PACIFIC and escort. Had on board Army wounded and two stowaway wives, the Mrs. Elsie Carner and Mrs. Mildred Jones, who stowed away on the U.S.S. WESTBRIDGE when she was bound

One of the Stowaway Wives, Teaching a Gob the Fine Points About Boxing

from the United States to France. The WESTBRIDGE was torpedoed and the identity of the two women was discovered when they abandoned ship and got into the lifeboats. They were landed in France and sent home on the GREAT NORTHERN.

13 September, 1918. In the War Zone, Friday and the 13th and the two Jonahs mentioned above on board.

14 September, 1918. At 7:00 p.m. parted company with the LEVIATHAN and NORTHERN PACIFIC and proceeded independently. Great interest was felt in the coming race between the three fast ships.

15 September, 1918. Ran into a gale, had to slow down looked like the LEVIATHAN would beat us as she could maintain her speed in most any weather.

16 September, 1918. Run out of gale and making 21 knots for the day.

17 September, 1918. Still making 21 knots per hour.

18 September, 1918. Making 22 knots all day.

19 September, 1918. 4:00 a.m. arrived at Ambrose Light Ship, fully three hours ahead of the LEVIATHAN and about nine hours in the lead of the NORTHERN PACIFIC. Docked at Hoboken, transferred wounded and passengers. Crew received semi-monthly pay. Liberty party shoved off.

20 September, 1918. Held quarters for muster and inspection. Crew and ship inspected by Captain W. W. Phelps and S. H. R. Doyle. This inspection was preparatory to Captain S. H. R. Doyle taking over command of the ship. Upon completion of the inspection, all hands were mustered on the starboard side of A deck. Captain W. W. Phelps published his orders which detached him from command of the GREAT NORTHERN and ordered him to the U.S.S. LEVIATHAN as commanding officer. He then spoke to the officers and men, eulogizing the past performances of the ship and thanking all for their co-operation and hard work which made this performance possible. He spoke with regret at being detached from such a fine ship, and spoke highly of the admiration he had for the hard application and efficiency the officers and men under his command had maintained. All hands truly regretted the loss of this able Captain, who had always been recognized as a very efficient Captain with great organizing ability. He had also endeared himself to the crew by his constant interest and encouragement in the social happiness and welfare of his men. All felt great satisfaction, however, in his being ordered to command the LEVIATHAN, which showed his ability had been recognized and he was to have the enviable command of the largest troop transport afloat.

Captain S. H. R. Doyle, U. S. Navy, Commanding the U. S. S. Great Northern Since September 20, 1918

Captain S. H. R. Doyle, U. S. Navy, then published his orders and took over the command of the ship. He made a very short and remarkably impressive address, in which he stated that he had long heard of the GREAT NORTHERN and her record, and was glad to be the captain of such a ship, that, tho he was starting with a 99 per cent. efficient ship, he hoped to make it a 100 per cent. ship, and enjoined all to work to that end.

21, 22, 23 September, 1918. In port. Loading cargo.

24 September, 1918. Ship was inspected by board of officers appointed by the Force Commander. The following general remarks were embodied in the report of this inspection:

"This ship is kept up to the highest standard of efficiency in regard to cleanliness, sanitation and discipline. This ship is a model transport in every respect.

/s/ C. B. MORGAN,
Captain U.S. Navy, Senior member of Board."

Also the following letter was received from the Commander, Cruiser and Transport Force in regard to this Inspection:

FLAGSHIP OF CRUISER AND TRANSPORT FORCE, UNITED STATES ATLANTIC FLEET

26 September, 1918.

From: Commander Cruiser and Transport Force.
To: Commanding Officer, U.S.S. GREAT NORTHERN.

Subject: Inspection Report.

Enclosure: Copy of report of Board of Inspection.

1. There is enclosed herewith a copy of report of Board of Inspection that inspected your vessel on 24 September, 1918.

2. Report indicates that your vessel is in a very high state of cleanliness, sanitation, and discipline, and it is assigned a mark of 3.9 for "Smartness."

3. It is noted that the answers to questions 45, 47, and 85 are not satisfactory, but that proper official steps have been taken to correct these deficiencies.

ALBERT GLEAVES.

The Commanding Officer's letter on this inspection follows:

U.S.S. GREAT NORTHERN
25 October, 1918.

From: Commanding Officer.

To: Officers and men.

Subject: Last Inspection by Commander Cruiser and Transport Force, etc.

1. The recent inspection of this ship was reported to be in a very high state of cleanliness, sanitation and discipline, and was assigned a mark of 3.9 for "smartness."

2. While 3.9 is a very good mark, on a scale of 4, according to GREAT NORTHERN principles we must strive to get a mark of "perfect" in the future. A continuance of the hearty co-operation of all officers and men is enjoined to that end.

3. Congratulations to every officer and man aboard ship for the good showing made; but let's get together and do a little better next time.

S. H. R. DOYLE.

24, 25 September, 1918. Completed loading troops and cargo.

Lieutenant Commander Benjamin F. Tilley,
U. S. Navy Executive Officer—Senior Engineer Officer
When GREAT NORTHERN Made World's
Record Round Trip to France

Ninth Voyage

26 September, 1918. Got underway, steamed out of New York on ninth voyage with the French Troop Ship LA FRANCE and the NORTHERN PACIFIC.

27, 28, 29 September, 1918. Steaming as before, nothing exciting.

30 September, 1918. Just outside of war zone. It was reported that the TICONDEROGA was torpedoed. The GREAT NORTHERN was about 20 miles from the TICONDEROGA when she was sunk. As the ships in our convoy were all loaded down with troops it would have been courting disaster to have gone to the TICONDEROGA'S rescue. It was later learned that 250 men were lost in the sinking of that ship.

1, 2 October, 1918. Entered War Zone.

3 October, 1918. At about 2:40 a.m. this ship was rammed by the British ship BRINKBURN. The night was very dark and no lights were exposed on the ship while running in the war zone. All the troops, at the time of the collision, had turned in, and the crew, except those on watch, were asleep. All had their clothes and life preservers on as the ship was in the war zone.

Everyone was suddenly awakened by a heavy jar of the ship, followed by another quiver. The General Alarm gongs sounded throughout the ship. All hurried to their various stations. The first feeling that came to everyone that had been awakened by the crash was that the ship had been torpedoed, though it was soon learned, from the bridge, that she had been rammed. The awakened crew were at their battle stations in less than a minute, and the troops silently and hurriedly took their open deck stations. Everything was dark outside, a face could not be distinguished two feet away. No one knew how seriously the ship had been damaged and yet in less than three minutes from the time of the collision every Department, including the Troop Commander, had made their reports to the Executive Officer on the bridge that all their men were at their stations. The Executive Officer's letter to the Commanding Officer gives the story of what happened immediately after the collision.

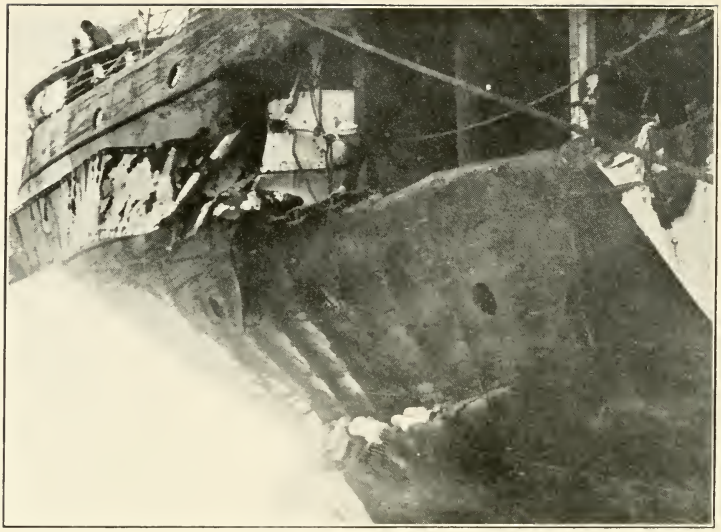
U. S. S. GREAT NORTHERN

5 October, 1918.

From: Executive Officer.

To: Commanding Officer.

Subject: Report of behavior of subordinates in collision with British Steamer BRINKBURN in the early morning of 4th October, 1918.



The Damage Done to This Ship in Its Collision with the British Ship "BRINKBURN," on Ninth Voyage

The bow of the BRINKBURN Broke Off in Our Side at the Collision

1. After receiving reports on the bridge that all hands were at their stations, I proceeded aft, under orders from the Captain, to locate, examine and report the extent of damage done to this ship after we had been rammed by the British Steamer BRINKBURN, at 2:40 A. M., 3rd October, 1918. On my way aft, I noted that the troops were in an orderly formation, at their muster stations. There was no sign of panic or confusion. The Army Officers were in complete charge of their troops and calmly issuing orders or instructions.

2. On arrival aft, on B deck, I saw the general location of the collision, then proceeded to 15-C troop compartment on starboard quarter of ship. This compartment had been filled with sixty-nine (69) non-commissioned officers on departure from New York. On my arrival at this location (Troop compartment 15-C), it was evident that considerable damage had been done to this ship. The side of the ship had been ripped open, and I could see the water beyond through a space of about fifteen feet. All lights were out, as the collision had cut the electric light wires. The bunks and troop equipment was in a mass of confusion, bunks being telescoped, with dead and injured Army men amongst the wreckage.

3. I immediately took charge of the rescue work already under way by the Navy personnel. By means of flash lights the injured men, totalling eleven, were all located as quickly as possible and quickly removed by the Navy personnel to the ship's sick bay. The bodies of dead men were then removed from this compartment. Several of the dead were badly mutilated.

4. In carrying out this work on a dark deck covered with a mass of jumbled wreckage, where footing was uncertain, I feel that certain officers and men who were working there deserve commendation for their loyal and excellent service in their efficient performance of duty in an emergency.

5. Those who co-operated to the greatest extent and

whom the Executive Officer personally observed and witnessed performing this excellent service were as follows:

Surgeon—A. E. Lee, U. S. Navy
Asst. Surgeon—J. I. Callanan, U. S. Navy
Lieutenant (J.G.)—W. A. Dougan, U. S. N. R. F.
Machinist (T)—C. N. Van der Heuel, U. S. Navy
Samuel Thomas, P. M. 1c., U. S. N. R. F.
Hugh H. Ward, P.M. 2c., U. S. N.
Michael P. Brennan, Stk. 3c., U. S. N. R. F.

All the hospital corps, in addition, deserve praise, and many engineers also assisted in the rescue work.

6. In the meantime the repair parties had immediately entered 16-D compartment, which was below compartment 15-C. This compartment was taking water on starboard side. The repair party proceeded at once to shore up starboard side with efficient shoring and to stop all leaks with hammocks, bedding and life preservers. When I first entered this compartment, water was about a foot deep on deck, but in a short time this compartment was freed of water by quick work of a bucket line extending to the C deck passageway above. It was only a short interval before temporary repairs were completed and I was able to report to the Captain that everything was ready aft for going ahead twenty knots. Lieutenant (J.G.) W. R. McFarlane, U. S. Navy, and Chief Carpenter's Mate George S. Wert, Fleet Naval Reserve, deserve commendation for excellent work and for making quick emergency repairs to the ship's side at water line.

7. Trimming ship to a port list by the transfer of fuel oil and transfer fuel oil from the two after double bottoms (Nos. 9 and 10) to the forward No. 1 Tank to give more freeboard aft, was automatically done from aft, as soon as the extent of damage was located, report being made to the bridge later. We had also made preparation for dropping the water to fresh water tanks immediately below and thence to shaft alley bilges for

Meeting a Convoy at Sea

One of the six-inch Guns of the GREAT NORTHERN

pumping overboard in case it was found necessary. However, it was found unnecessary to do this.

8. The Executive Officer heartily commends the efficient loyal work and quick response of the Medical Department, Construction and Repair Department, and Engineer Department, and recommends the officers and men listed above for the special commendation of higher authority, subject to the approval of the Commanding Officer.

B. F. TILLEY.

The ship slowed down as soon as it was rammed and finally stopped to ascertain the amount of damage done. The LA FRANCE and the NORTHERN PACIFIC kept on their course. Signals were exchanged with the BRINKBURN, which ship had also stopped, and it was learned that one man had been killed and one man injured in the collision, on that ship. In reply to this ship's question as to whether she could make port under her own steam, she said she thought she could but requested that this ship remain around her until morning so that she could ascertain the extent of her damages, and for the purpose of aiding her if necessary. This was deemed unadvisable as we were in the war zone and as she had a wireless to use in case she needed assistance. The ship after about two hours delay proceeded at full speed on her way to Brest. The LA FRANCE and the NORTHERN PACIFIC had turned back to meet this ship and joined

by the destroyer escort the three ships proceeded to Brest, France.

4 October, 1918. Board of inquiry met in regard to the disappearance and deaths of men in the collision.

5 October, 1918. Arrived at Brest, France, discharged troops and cargo and commenced repairs to ship.

6 October, 1918. Received large number of Army wounded on board for quartering. The "Never to be forgotten" Paris leave party left the ship for a twenty-four hour stay in Paris. About half the ship's officers and seventy enlisted men made this trip.

7 October, 1918. At Brest, undergoing repairs.

8 October, 1918. Paris leave party returned at midnight, loaded down with war souvenirs and many could hardly restrain their stories until the morning, of the wonderful time they had had, and the marked courtesy that the French rendered them in their short stay in the Metropolis. Great excitement was manifested in the lottery the next morning to see who were the lucky ones to draw a trip to Paris on the second party.

9 October, 1918. The second Paris leave party was sent off, consisting of the officers that had not gone in the first party and about seventy lucky enlisted men.

First Paris Leave Party

Second Paris Leave Party in Paris

10 October, 1918. At Brest.

11 October, 1918. Second Paris Leave Party returned to the ship. These two trips to Paris were perhaps the most broadening and interesting visits any of the crew had ever had. The daily conversation for months afterwards was about these trips and the cordial welcome the boys received from the French throughout their trip. No organization esteems the French more or would rather fight by their side, than the American Navy. And incidentally, France, by her great-heartedness, has become sacred to the boys from the GREAT NORTHERN and none of us will ever neglect to pay tribute to her of our esteem and appreciation of her human kindness and great courtesy.

12, 13, 14, 15 October, 1918. In Brest, France, completed temporary repairs, took on wounded and Congressional party.

16 October, 1918. Left Brest, France, with the following transports: DeKALB, GEORGE WASHINGTON, PATRIA, ORIZABA, SIBONEY and Eastern Escort.

17 October, 1918. At sea with slow convoy as before.

18 October, 1918. Left convoy and proceeded independently.

19, 20, 21, 22, 23 October, 1918. At sea.

24 October, 1918. Arrived at New York. Docked at Hoboken on 25 October, 1918.

Tenth Voyage

25th, 26th, 27th October, 1918. At Hoboken. Court of Inquiry met in regard to this ship being rammed by the British ship BRINKBURN.

28th, 29th, 30th October, 1918. Loaded troops and cargo—took on Naval draft of 500 men for further transfer to Naval bases in France.

31st October, 1918. Steamed out of New York in company with the U.S.S. GEORGE WASHINGTON (which was later chosen to take the President to the Peace Conference).

1st, 2nd, 3rd, 4th, 5th, 6th and 7th November, 1918. Rough weather. No. 15 lifeboat carried away; rolling heavily; forward lifeboat smashed in.

8th November, 1918. Steaming as before with GEORGE WASHINGTON.

9th November, 1918. Arrived in Brest, France.

9th and 10th November, 1918. Transferred the 500 Naval men to shore bases. Learned that a premature celebration of the signing of the Armistice had taken place in Brest on the 7th of November, 1918. Mr. Roy W. Howard, President of the United Press Association (who

Transporting French Sailors from France to the "States"

had cabled the rumor of the signing of the Armistice to the United States and which caused a similar premature celebration in the States) came aboard for passage. Also received on board a Nucleus Crew, No. 93, for the U.S.S. BELKNAP. We took back, in addition, a French Opera troupe, and several hundred French sailors. Sailed out of Brest accompanied only by two destroyers.

11th November, 1918. On this historical day this ship was in the war zone, homeward bound. At 1.45 p.m. the Captain released the following radiogram:

"U. S. S. GREAT NORTHERN

11 November, 1918.

GIBRALTAR.

Direct.

Broadcast. All Allied Men of War.

Armistice has been signed with enemy and all hostilities should be forthwith suspended. All precautions against attack from submarines are still to be maintained by men-of-war whilst in harbour and at sea. Enemy submarines on the surface should be treated as peaceful unless hostile action is obvious."

No one will ever forget the intense interest and excitement this news caused. At night an entertainment was given, and with the aid of the French Opera troupe on board, a very enjoyable evening was spent. After the entertainment the Captain gave an address to commemo

rate the occasion, and dwelt particularly on the urgent necessity of maintaining a large Navy to protect and insure our country from foreign aggression. He especially requested the officers and men who, after this war, were returning to civil life, to always remember the necessity for a great Navy and to let no opportunity slip by in which they could impress others with these same views, for he felt that people in the interior were apt to forget or not realize this particular need of the country.

12th November, 1918. Armistice terms received by radio and posted on all bulletins. They are reproduced below:

U. S. S. GREAT NORTHERN

At Sea, November 12, 1918.

NEW BRUNSWICK PRESS.

Armistice Terms

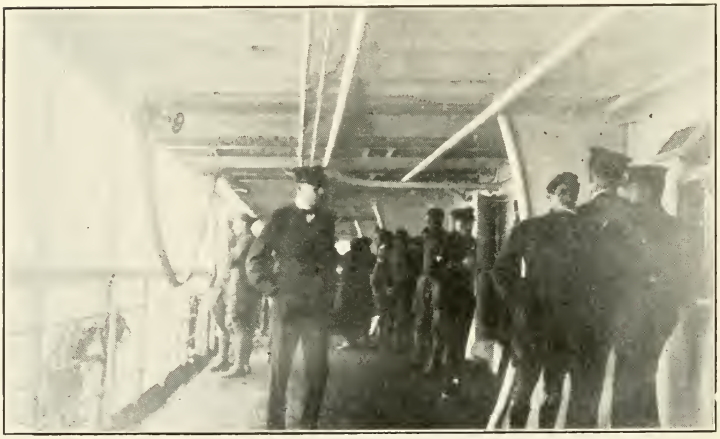
Section One

MILITARY CLAUSES, WESTERN FRONT.

One.—Cessation of operations by land and in six hours after the signature of the Armistice.

Two—Immediate evacution of invaded countries: Belgium, France, Alsace-Lorraine, Luxemburg; so ordered as to be completed within fourteen days from the signature of the Armstice. German troops which have not left the above-mentioned territories within the period fixed will become prisoners of war. Occupation by the

Inside the Breakwater, Brest, France



Scene on A Deck on Return Voyage, Tenth Trip

allied and United States forces jointly will keep pace with the evacuation in these areas. All movements of evacuation and occupation will be regulated in accordance with a note annexed to the stated terms.

Three.—Repatriation beginning at once and to be completed within fourteen days of all inhabitants of the countries above mentioned including hostages and persons under trial or convicted.

Four.—Surrender in good condition by the German Armies of the following equipment: five thousand guns (two thousand heavy, two thousand five hundred field), thirty thousand aeroplanes (fighters, bombers, firstly seventy-three and night bombing machines). Above to be delivered in to the allied and the United States troops, in accordance with the detailed conditions laid down in the annexed note.

Five.—Evacuation by the German Armies of the countries on the left bank of the Rhine. These countries on the left bank of the Rhine shall be administered by the local authorities under the control of the allied and the United States armies of occupation. The occupation of the territories will be determined by allied and United States garrisons holding the principal crossings of the Rhine, Mayence and Coblenz and Cologne, together with the bridgeheads at these points in thirty kilometers radius on the right bank, and by garrisons similarly holding the strategic points of the regions. The neutral zone shall be reserved on the right bank of the Rhine between the stream and a line drawn parallel to it forty kilometers to the east from the frontier of Holland to the parallel of Gernsheim and as far as practicable a distance of thirty kilometers of stream from this parallel up on Swiss frontier. Evacuation by the enemy of the Rhineland shall be ordered so as to be completed within a further period of eleven days, in all nineteen days after the signature of armistice. All movements of evacuation and occupation will be regulated according to note and annex.

Six.—In all territory evacuated by the enemy, there shall be no evacuation of inhabitants. No damage or harm shall be done to the persons or property of the inhabitants. No damage or destruction of any kind to be committed. Military establishments of all kinds shall be delivered intact as well as military stores, food, munitions, not removed during period of evacuation. Stores of food and all kinds of civilian population and cattle shall be left. Industrial establishments shall not be impaired in any way and their personnel shall not be moved. Roads and means of communication of every kind, railroads, waterways, main roads, bridges, telegraphs and telephones shall in no manner be impaired.

Seven.—All civilian and military personnel at present employed on them shall remain. Five thousand locomotives and fifty thousand cars, and ten thousand wagons, and ten thousand motor lorries in good working order with all necessary spare parts and fittings, shall be delivered to the associated powers within the period fixed for the evacuation of Belgium and Luxemburg. The railways of Alsace-Lorraine shall be handed over within the same period together with all pre-war material and personnel. Further material necessary for the working of railways in the country on the left bank of the Rhine shall be left *in situ*. All stores of coal and material for the upkeep of permanent ways, signals and repair shops left entire *in situ* and kept in an efficient state by Germany during the whole period of the armistice.

Eight.—The German command shall be responsible for revealing all mines on territory evacuated by the German troops and shall assist in their discovery and destruction. The German command shall also reveal all destructive measures that may have been taken (such as poisoning or polluting all springs, wells, etc.) under penalty of reprisals.

Nine.—The right of requisition shall be exercised by the allied and the United States armies in all occupied

Some of the Wounded Soldiers We Brought to the U. S.

territory. The upkeep of the troops of occupation in the Rhineland (excluding Alsace-Lorraine) shall be charged to the German Government.

Ten.—An immediate repatriation without reciprocity, according to detailed conditions which shall be fixed, of all allied and United States prisoners of war. The allied powers and the United States shall be able ——— of these prisoners as they wish.

Eleven.—Sick and wounded who cannot be removed from evacuated territory will be cared for by American personnel, who will be left on the spot with the material required.

Section Two

Disposition Relative to Eastern Frontiers of Germany.

Twelve.—All German troops at present in any territory, which before the war belonged to Russia, Roumania or Turkey, shall withdraw within the frontiers of Germany as they existed on August first, nineteen fourteen.

Thirteen.—Evacuation by German troops to begin at once and all German instructors, prisoners and civilians as well as military agents now in the territory of Russia as defined before 1914 to be recalled.

Fourteen.—German troops to cease at once all requisitions and seizures and any other undertaking with a view to obtaining supplies intended for Germany, in Roumania and Russia as defined on August first, 1914.

Fifteen.—Abandonment of the treaties of Bucharest and Brest-Litovsk and of the supplementary treaties.

Sixteen.—The allies shall have free access to the territories evacuated by the Germans on their eastern frontier either through Danaig or by the Vistula in order to convey supplies to the population of these territories or for any other purpose.

Seventeen.—Unconditional capitulation of all German forces operating in East Africa within one month.

Section Three

GENERAL CLAUSES.

Eighteen.—Repatriation without reciprocity within a maximum period of one month in accordance with detailed conditions hereafter to be fixed of all civilians interned or deported who may be citizens of other allied or associated states than those mentioned in clause three, paragraph nineteen, with the reservation that any future claims and demands of the allies and the United States of America remain unaffected.

Nineteen.—The following financial conditions are required: Reparation for damage done. While the armistice lasts, no public securities shall be removed by the enemy which can serve as a pledge to the allies for the recovery or repatriation of war losses. Immediate restitution of the cash deposit in the National Bank of Belgium, and in general immediate return of all documents, specie, stocks, shares, paper money, together with plant for the issue thereof touching public or private interests in the invaded countries. Restitution of the Russian and Roumanian gold yielded to Germany or taken over by that power. This gold to be delivered in trust to the allies until the signature of peace.

Section Four

NAVAL CONDITIONS.

Twenty.—Immediate cessation of all hostilities at sea and definite information to be given as to the location and movements of all German ships. Notification to be given to neutrals that freedom of navigation in all territorial waters to be given to the naval and mercantile marines of the allied and associated powers all questions of neutrality being waived.

"Shoving Off" a "Liberty Party" for a Few Hours' Visit in Brest, France

Section Five

TIME LIMIT FOR REPLY.

Twenty-one.—All naval and mercantile marine prisoners of war of the allied and associated powers in German hands to be returned without reciprocity.

Twenty-two.—Surrender to the allies and the United States of America of one hundred and sixty German submarines, including all submarine cruisers and mine laying submarines, with their complete armament and equipment, in ports which will be specified by the allies and the United States of America. All other submarines to be paid off and completely disarmed and placed under the supervision of the allies and the United States of America.

Twenty-three.—The following German surface warships which shall be designated by the allied and the United States of America shall be forthwith disarmed and thereafter interned in neutral ports, or for the want of them. in allied ports, to be designated by the allied and the United States of America, caretaker being left on board, namely: six battle cruisers, ten battleships, eight light cruisers, including two mine layers, fifty destroyers of the most modern type. All other surface warships, including river craft, are to be concentrated in German naval bases to be designated by the allies and the United States of America, and are to be paid off and completely disarmed and placed under the supervision of the allies and the United States of America. All vessels of the auxiliary type fleet, trawlers, motor vessels, etc., are to be disarmed.

Twenty-four.—The allies and United States of America shall have the right to sweep up all mine fields and obstructions laid by Germany outside German territorial waters and the positions of these are to be indicated.

Twenty-five.—Freedom of access to and from the Baltic to be given to the naval and mercantile marine of the allied and associated powers. To secure this, the allies and the United States of America shall be empowered to sweep up all mines and obstructions within and without German territorial waters, to occupy all German forts, fortifications, batteries and defense works, without any question of neutrality being raised and the positions of all mines and obstructions are to be indicated.

Twenty-six.—The existing blockade conditions set up by the allies and associated powers are to remain unchanged and all German merchant ships found at sea are to remain liable to capture.

Twenty-seven.—All naval aircraft are to be concentrated and immobilized in German bases to be specified by the allies and the United States of America.

Twenty-eight.—In evacuating the Belgian coast and ports, Germany shall abandon all merchant vessels, tugs, lighters, cranes and all other materials, all materials for inland navigation, all aircraft and all material and stores, all arms and armament, and all stores and apparatus of all kinds.

Twenty-nine.—All Black Sea ports are to be evacuated by Germany; all Russian war vessels of all descriptions seized by Germany in the Black Sea are to be handed over to the allies and United States of America. All neutral merchant vessels seized are to be released; all warlike and other materials of all kinds seized in those ports are to be returned and German materials as specified in clause twenty-eight are to be abandoned.

Thirty.—All merchant vessels in German hands belonging to the allies and associated powers are to be restored in ports to be specified by the allies and the United States of America, without reciprocity.

Thirty-one.—No destruction of ships or material to be permitted before evacuation, surrender or restoration.

Thirty-two.—The German Government shall formally notify the neutral governments of the world, and particularly the governments of Norway, Sweden, Denmark and Holland that all restrictions placed on the trading of their vessels with the allies and associate countries, whether by the German Government or by private German interests, and whether in return for specific concessions such as the export of shipbuilding materials or not, are immediately cancelled.

Thirty-three.—No transfers of German merchant shipping of any description to any neutral flags are to take place after signature of the armistice.

Section Six

DURATION OF ARMISTICE.

Thirty-four.—The duration of the armistice is to be thirty days with option to extend. During this period, on failure of execution of any of the above clauses, the armistice may be denounced by one of the contracting parties, on forty-eight hours' previous notice.

Section Seven

TIME LIMIT FOR REPLY.

Thirty-five.—This armistice to be accepted or refused by Germany within seventy-two hours of notification.

Published for the information of this command.

S. H. R. DOYLE,
Captain, U. S. Navy, Commanding.

13th November, 1918. For the first time since entering war all lights were lit, and many for the first time realized the pleasure of traveling on the mighty ocean without the constant vigilant lookout and watch for the deadly submarine.

14th and 15th November, 1918. Rough weather encountered. Slowed down to from 15 to 5 knots.

16th November, 1918. Ran out of gale and increased speed. Pay day today.

17th November. Arrived at Gravesend Bay, and anchored for the night. The 300 or more wounded soldiers on board were particularly delighted to see the good old U. S. A. again.

18th November, 1918. Docked at Hoboken, completing our tenth trip and our last trip during hostilities. Have traveled over 72,000 miles, from January 17th, 1918, to November 18, 1918. Moved into Fletcher's Shipyard for repairs, which, it is expected, will take about 45 days to complete, at the end of which time the ship will continue making trips across the Atlantic, bringing back wounded soldiers and troops to be demobilized in the States.

The "Ship's Company"

Total of Distances

Bremerton to San Francisco, including speed and post repair and swinging ship	1533.2
San Francisco to Panama	3268.4
Panama to Colon Breakwater	40.5
Colon Breakwater to Charleston, including swing ship	1639.0
Charleston to Gravesend Bay, New York	629.1
New York to Brest, including maneuvres and swinging of ship, Voyage No. 1	3447.0
Brest to New York, including swinging ship, Voyage No. 1	3151.7
New York to Newport News, Voyage No. 2	291.2
Newport News to Brest, Voyage No. 2	3356.4
Brest to New York, Voyage No. 2	3179.5
New York to Brest, Voyage No. 3	3191.3
Brest to New York, Voyage No. 3	3187.2
New York to Brest, Voyage No. 4	3224.9
Brest to New York, Voyage No. 4	3203.7
New York to Brest, Voyage No. 5	3168.7
Brest to New York, Voyage No. 5	3181.7
New York to Brest, Voyage No. 6	3274.8
Brest to New York, Voyage No. 6	3157.1
New York to Brest, Voyage No. 7	3448.6
Brest to New York, Voyage No. 7	3229.2
New York to Brest, Voyage No. 8	3199.3
Brest to New York, Voyage No. 8	3196.4
New York to Brest, Voyage No. 9	3335.4
Brest to New York, Voyage No. 9	3321.1
New York to Brest, Voyage No. 10	3192.3
Brest to New York, Voyage No. 10	3123.9
TOTAL	72171.6

Officers on Board on Trip to East Coast

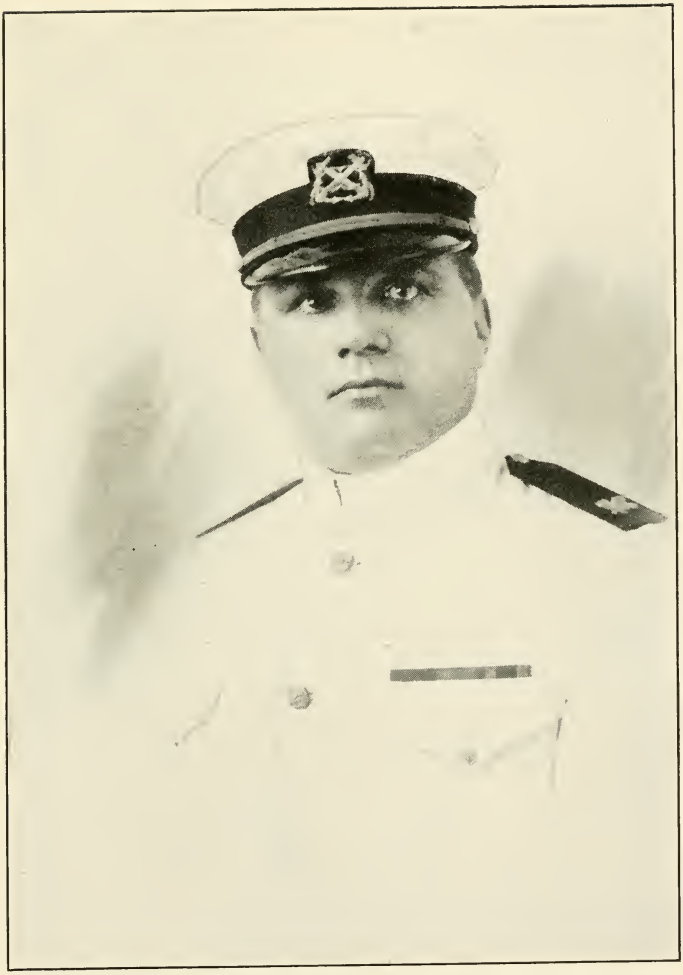
Captain W. W. Phelps, U. S. Navy, Commanding.
Lieut.-Commander E. A. Lofquist, U. S. Navy, Executive Officer.
Surgeon A. E. Lee, U. S. Navy, Medical Officer.
Lieutenant D. T. Hunter, U. S. Navy, Gunnery Officer.
Lieutenant B. F. Tilley, U. S. Navy, Engineer Officer.
P. A. Paymaster C. V. McCarty, U. S. Navy, Supply Officer.
Lieutenant M. C. Partello, U. S. Navy, Asst. Gunnery Officer.
Lieutenant C. Wall, U. S. N. R. F., Navigator.
Lieutenant T. E. Russell, U. S. N. R. F., Asst. Engineer.
Asst. Surgeon J. I. Callanan, U. S. N., Asst. Medical Officer.
Asst. Surgeon J. A. Owen, U. S. N., Asst. Medical Officer.
Lieutenant (jg) A. W. Anderson, U. S. N. R. F., Asst. Engineer Officer.
Lieutenant (jg) G. Grundy, U. S. N. R. F., Division Officer.
Lieutenant (jg) J. B. Walters, U. S. N. R. F., Engineer Department.
Ensign W. R. McFarlane, U. S. N., Watch Officer.
Ensign G. Kleinsmith, U. S. N., Watch Officer and Gunnery Department.
Ensign C. H. Dougherty, U. S. N., Engineers Department.
Ensign R. A. Helm, U. S. N., Engineers Department.
Ensign H. C. Anderson, U. S. N. R. F., Watch and Division Officer.
Ensign C. H. Porta, U. S. N. R. F., Asst. Navigator.
Ensign R. Killman, U. S. N. R. F., Watch and Division Officer.
Ensign A. C. Carpy, U. S. N. R. F., Watch and Division Officer.

Ensign H. C. Kelsall, U. S. N. R. F., Engineers Department.
Ensign E. D. Richards. U. S. N. R. F., Watch and Division Officer.
Ensign J. P. Jackson, U. S. N. R. F., Deck Duties.
Ensign R. F. Bradley, U. S. N. R. F., Engineers Department.
Ensign W. A. Dougan, U. S. N. R. F., Engineers Department.
Ensign H. F. Holm, U. S. N. R. F., Engineers Department.
Ensign J. O. Downey, U. S. N. R. F., Engineers Duty.
Ensign R. G. DelaMare, U. S. N. R. F., Deck Duties.
A. Pay Clerk C. W. Seitz, U. S. N., Supply Department.
Machinist H. A. Mewshaw, U. S. N., Engineers Department.
Machinist A. B. Provost, U. S. N., Engineers Department.
Carpenter L. C. Penny, U. S. N., Construction Department.
Pharmacist Q. C. Tucker, U. S. N., Medical Department.
Boatswain J. Cullinan, U. S. N. R. F., Deck Duties.

Officers on Board on Date of Cessation of Hostilities and their Duties

Captain S. R. H. Doyle, U. S. Navy, Commanding.
Lieut.-Commander B. F. Tilley, U. S. Navy, Executive Officer.
Lieut.-Commander A. E. Lee, M. C., U. S. Navy, Senior Medical Officer.
Lieut.-Commander C. H. Porta, U. S. N. R. F., Navigator.
Lieutenant M. C. Partello, U. S. Navy, Gunnery Officer.
Lieutenant George Grundy, U. S. N. R. F., Watch Officer.

Lieutenant H. C. Andersen, U. S. N. R. F., Watch Officer.
Lieutenant J. I. Callanan, M. C., U. S. Navy, Asst. Medical Officer.
Lieutenant J. A. Owen, M. C., U. S. Navy, Asst. Medical Officer.
Lieutenant J. S. Cronin, M. C., U. S. Navy, Asst. Medical Officer.
Lieutenant C. G. Warfield, P. C., U. S. Navy, Supply Officer.
Lieutenant W. A. Dougan, U. S. N. R. F., Asst. Engineer Officer.
Lieutenant F. B. Mullen, U. S. N. R. F., Asst. Engineer Officer.
Lieutenant (jg) W. R. McFarlane, U. S. Navy, 1st Lieutenant.
Lieutenant (jg) C. H. Dougherty, U. S. Navy, Asst. Engineer Officer.
Asst. Chaplain G. C. Whimsett, U. S. Navy, Chaplain.
Lieutenant (jg) Max Cohen, U. S. N. R. F., Dentist.
Ensign, R. P. Helm, U. S. Navy, Engineer Officer.
Ensign A. B. Provost, U. S. Navy, Asst. Engineer Officer.
Ensign A. C. Carpy, U. S. N. R. F., Watch Officer.
Ensign E. D. Richards, R. F., Division and Watch Officer.
Ensign E. A. Clare, U. S. N. R. F., Division and Watch Officer.
Ensign J. T. Fairgrieve, U. S. N. R. F., Communication Officer.
Ensign W. L. Clark, U. S. N. R. F., Asst. Communication Officer.
Ensign D. G. Smith, U. S. N. R. F., Asst. Gunnery Officer.
Ensign H. H. Dadmun, U. S. N. R. F., Watch Officer.
Ensign W. S. Aylsworth, U. S. N. R. F., Watch Officer.
Ensign W. G. Dow, U. S. N. R. F., Watch Officer.
Ensign A. T. Douglas, U. S. N. R. F., Asst. Gunnery Officer.



Pay Clerk Walter H. Barowski, U. S. Navy—His good reputation as a Commissary Steward was established long before he came to the GREAT NORTHERN. He was largely responsible for sensitive mothers complaining that their boys no longer appreciated their home cooking.

Chief Petty Officers

Ensign H. F. Holm, U. S. N. R. F., Asst. Engineer Officer.
Ensign S. Cox, U. S. N. R. F., Deck Officer.
Ensign R. B. Fuller, U. S. Navy, Deck Officer.
Ensign Gerald Dumars, U. S. Navy, Deck Officer.
Ensign H. T. Collins, U. S. Navy, Asst. to Executive Officer.
Ensign E. W. Christie, U. S. Navy, Deck Officer.
Ensign R. W. Clarke, U. S. Navy, Deck Officer.
Ensign J. G. Coffin, U. S. Navy, Deck Officer.
Ensign G. C. Derry, U. S. Navy, Engineer Department.
Ensign H. S. Davis, U. S. Navy, Engineer Department.
Ensign R. F. H. Crawford, P. C., U. S. N. R. F., Asst. Supply Officer.
Ensign L. F. Root, P. C., U. S. N. R. F., Asst. Supply Officer.
Ensign E. F. Shinn, P. C., U. S. N. R. F., Asst. Supply Officer.
Ensign J. F. Sinclair, P. C., U. S. N. R. F., Asst. Supply Officer.
Pay Clerk W. H. Barowski, U. S. Navy, Commissary Department.
Machinist C. N. Van der Heuel, U. S. Navy Engineers Department.
Machinist A. J. Ayer, U. S. Navy, Engineers Department.
Pharmacist L. W. Kurtzman, U. S. N. R. F., Medical Department.
Boatswain Paul Paulsen, U. S. N. R. F., Boatswain.

On Board Since Leaving West Coast to the Cessation of Hostilities

CHIEF PETTY OFFICERS:

Anderson, Wilson D	CMM	USNRF
Boyle, James E	CBM	USNRF
Bradeen, Norris S	CMM	USNRF
Chamberlain, Samuel A	CWT	USN
Conners, Ralph M	CCS	USNRF

Davis, Peter	CBM	USNRF
DeRosier, William	CS	USN
Donahey, Henry B	CWT	USNRF
Early, Roy J	CBM	USNRF
Eder, Albin R	CMM	USNRF
Fall, Fritz J	CE	USNRF
Folliard, John C	CY	USN
Fox, Walter F	CCM	USN
Harlan, James B	CPM	USN
Heacock, Charlie F	CE	USNRF
Heinold, Theodore A	CGM	USNRF
Irving, George	CCS	USNRF
Johnson, Karl W	CY	USN
McGlynn, Charles C	CMM	USNRF
Marzolf, William A	CY	USN
Moore, Rufus I	CWT	USN
Nelson, Oscar M	CQM	USNRF
Nichols, George	CMM	USNRF
O'Hara, Edward J	CY	USN
Orchard, Tesla K	CS	USN
Phoenix, Charles F	CSK	USNRF
Romig, Donald K	CY	USN
Smith, Leland T	CY	USN
Thomas, Samuel	CPM	USNRF
Titus, Robert E	CWT	USN
Weeks, Donald	CWT	USNRF
Whelchel, Edwin L	CWT	USN
Wilson, Robert M	CMM	USNRF

PETTY OFFICERS, FIRST CLASS.

Ballheim, Harry M	MM1c.	USN
Beever, Newton J	WT	USN
Bird, Ira C	WT	USN
Callahan, Clarence	SC1c.	USN
Collier, Leonard T	E1c.	USNRF
Coon, Frank L	PM1c.	USNRF
Decker, Thomas M	QM1c.	USN
Dirocco, Frank J	MM1c.	USNRF
Draper, Earl R	Bkr1c.	USN
Enneking, Clarence W	BM1c.	USN
Gardiner, Mervel L	Bkr1c.	USN
Gibson, Frederick L	PM1c.	USNRF
Gibson, William W	PM1c.	USNRF
Gilligan, Cornelius D	WT	USNRF
Girdwood, David R	Y1c.	USNRF
Herstrom, Arthur C	MM1c.	USNRF
Kean, Lineham	SC1c.	USN
Knowles, John C	Engl1c.	USNRF

"Sheriff," "Up" Earley, "Jack" Johnson, "Kennedy" Boyle and "Spud" Casey

Lewis, Owen C	MM1c.	USNRF
Lower, Albert B	MM1c.	USNRF
Lufsky, Paul S	GM1c.	USN
McDonald, Frank	Bsmth	FNR
Moore, Idus L	WT	USN
Morrissey, John V	Bmkr	USN
North, Wiley I	Bmkr	USN
Nyland, Joseph S	Eng1c.	USNRF
Osborn, Leonard	SF1c.	USN
Patterson, William E	Eng1c.	USN
Peirson, Thomas A	WT	USN
Perry, Hatten C	Brk1c.	USN
Portis, James A	Ptr1c.	USN
Shoemaker, Maynard E	SF1c.	USN
Simpson, Perry H	Ssmth	USN
Southwick, Claude W	SMM	USNRF
Stewart, Earl R	E1c.	USN
Stewart, Fred D	WT	USN
Stewart, Ray	MM1c.	USNRF
Talley, Forest L	Bmkr.	USN
Wall, Edward E	CM1c.	USN
Walthers, Harry V	MM1c.	USN
Whipple, Delos	BM1c.	USNRF

PETTY OFFICERS, SECOND CLASS.

Amsberry, Boyd H	SC2c.	USN
Austin, Alvin O	Y2c.	USN
Brennan, Michael P	Stk.2c	USNRF
Brennan, Thomas C	Y2c.	USN
Brill, Rush H	BM2c.	USN
Christian, Eugene J	PM2c.	USN
Churchill, David S	Eng2c.	USN
Coleman, Ralph W	PM2c.	USN
Conrad, Carl A	SC2c.	USN
Demick, William J	Eng2c.	USN
Dinneen, William J	PM2c.	USN
Dustin, Curtis W	MM2c.	USNRF
Hall, Austin S	BM2c.	USN
Hendricks, John P	Csm.2c.	USN
Hubbell, Jay H	SC2c.	USN
Hudson, John A	E2c.	USNRF
Johnson, Claude S	E2c.	USN
Kimble, Daniel C	Eng2c.	USN
Manuel, Clarence D	QM2c.	USN
Mann, Melvin E	MM2c.	USN
Perry, Robert D	Y2c.	USN
Reinhart, Lloyd J	Eng2c.	USN
Saunders, Gordon H	Stk2c.	USNRF

Stone, Lee L.	PM2c.	USN
Stults, John W.	SC2c.	USN
Terry, Paul	SC2c.	USN
Tveit, Harold N.	MM2c.	USN
Ward, Hugh H.	Y3c.	USN

PETTY OFFICERS, THIRD CLASS.

Boalch, Theodore A.	PM2c.	USN
Burno, Wilbur G.	Bugler	USN
Carter, Glenn	Cox.	USN
Costigan, John T.	QM3c.	USN
Den, William	Cox.	USN
Emery, Will E.	Cox.	USNRF
Helander, Walter N.	QM3c.	USN
Howland, Warren E.	E3c.	USN
Johnson, Lea P.	Y3c.	USN
Jordan, Gene D.	QM3c.	USN
Kimmell, Rex	QM3c.	USN
Karges, Caryl L.	Cox.	USN
Mortell, Daniel P.	Y3c.	USN
O'Connell, James P.	Cox.	USNRF
Rabb, William H.	Cox.	USN
Stiverson, George W.	Y3c.	USN
Tebeay, Lawrence W.	Cox.	USN
Tissot, Albert R.	GM3c.	USNRF

SEAMEN, FIREMEN, ETC.

Alston, Alexandra M.	Sea.	USN
Balkwell, William R.	Sea.	USNRF
Barnum, William E.	Sea.	USN
Bartlett, Eddy	F1c.	USN
Bergman, Edward C.	Sea.	USN
Bolles, Harry A.	Sea.	USN
Browning, Robert H.	Sea.	USNRF
Bryan, Walter M.	SC3c.	USN
Burcham, Clyde T.	Sea.	USN
Charlton, Trafford	Sea.	USNRF
Chon, Julius	Sea.	USN
Claiborne, Thomas C.	Sea.	USN
Cox, Fred G.	Sea.	USN
Cox, Henry J.	Sea.	USN
Dankworth, Albert R.	Sea.	USNRF
Darling, Ray O.	Sea.	USN
Davis, Ross E.	F1c.	USN
Dunham, Leland B.	Sea	USN
Dunkin, James C.	Sea.	USN
Faver, George	Sea.	USN

"Carpenters' Gang," Brest in the Background

Medical Department

Fisher, Theodore J	Sea.	USN
Furley, Alfred W	Sea.	USN
Green, Earl J	F1c.	USN
Hansen, Martin C	F1c.	USN
Harms, Walter E	F1c.	USN
Hymer, John	F1c.	USN
Jones, Edwood G	Sea.	USNRF
Kenny, George	Sea.	USNRF
Kiple, Jesse	Sea.	USN
Larson, Raymond E	Sea.	USN
Laudenback, Leonard R	Sea.	USN
Listman, Charles	Sea.	USN
Livingston, Marion	Sea.	USNRF
Looney, Oran E	Sea.	USNRF
McCarty, Ray S	Sea.	USN
McClernon, James R	Sea.	USNRF
McKee, Harry E	HA1c.	USN
Martini, Armand	Sea.	USNRF
Miller, Raymond P	Sea.	USNRF
Moebus, Frank	Sea.	USNRF
Neely, William E	Sea.	USN
Nelson, Harry R	Sea.	USN
Nowy, Charles R	SC3c.	USN
Peasner, Joseph R	Sea.	USN
Peterson, Carl V	Sea	USN
Petrie, Fred A	F1c.	USN
Pewtherer, Mace	Sea.	USNRF
Pitchforth, Samuel E	Sea.	USN
Porst, Herbert J	Sea.	USN
Price, Harold E	Sea.	USN
Proctor, Walter P	Bkr2c.	USN
Rabb, James W	Sea.	USN
Smith, Leslie	Sea.	USNRF
Stewart, Kennedy R	Sea.	USNRF
Strain, David F., Jr	Sea.	USN
Vancuren, Paul E	Bkr2c.	USN
Venne, Gilbert	F1c.	USN
Vesely, Fred E	Sea.	USN
Williams, Millard M	Sea.	USNRF
Wilkowski, Tony F	Sea.	USN
Winkle, Andrew B	Sea.	USN
Wraith, Edwin O	Sea.	USNRF
Wright, Arthur D	Sea.	USN
Yost, Chester W	F1c.	USN

SEAMEN, FIREMEN, ETC.

Bemis, Roy E	F2c.	USN
Browne, Karl M	S2c.	USN

Coleman, Ira M.	S2c. (Ship's Barber)	USN
Coulter, Charles S.	S2c.	USN
Downey, Acel	S2c.	USN
Linstedt, Arthur C.	S2c.	USNRF
Messner, Frederick W.	S2c.	USN
Gurkowski, Joseph	F2c.	USN
Jones, Benjamin J.	F2c.	USN
King, Will C.	F2c.	USN
Mills, August	F2c.	USN
Pratt, Lloyd A.	F2c.	USN
Young, Joseph I.	F2c.	USNRF

MESSMEN BRANCH.

Abad, Francisco	Matt2c.	USN
Aborque, Andres	Matt2c.	USN
Acierto, Paul J.	Matt2c.	USN
Acman, Elenterio	Matt2c.	USN
Agbayani, Manuel	Matt2c.	USN
Alvarez, Antonio	Matt3c.	USN
Amata, Simplicio	Matt2c.	USN
Apostol, Quintin	Matt1c.	USN
Aquino, Guillinno	Matt2c.	USN
Aquitania, Jose	Matt1c.	USN
Banal, Nisario	Matt3c.	USN
Bellarosa, Cristobal F.	Matt3c.	USN
Buendia, Pedro	Matt2c.	USN
Bulebar, Daniel	Matt3c.	USN
Cristobal, Andres	WOCk.	USN
Coyme, Ignacio	Matt3c.	USN
Elagan, Cezar	Matt2c.	USN
Estandarte, Paustino	Matt1c.	USN
Gonzales, Pedro	Matt3c.	USN
Guerta, Gabino	Matt2c.	USN
Hulaton, Leon B.	Matt2c.	USN
McReynolds, Calvin	WRCk.	USN
Majubay, Eugene	Matt2c.	USN
Martinez, Orpriano	Matt3c.	USN
Monhe, Rufino C.	Matt3c.	USN
Negre, Matio	Matt2c.	USN
Nesbitt, John	Matt1c.	USN
Salveron, Custodio	Matt1c.	USN
San Gabriel, Sebastian	Matt1c.	USN

Members of the Ship's Company on the Trip from the West Coast

CHIEF PETTY OFFICERS.

Barowski, Walter H.....CCStd. Appointed Pay Clerk.
Blankenheim, Anton .....CBM Transferred.
Browne, George G.....CWT USNRF Died May 10, 1918.
Cullinane, George H.....CY USNRF Transferred.
Dunn, Arthur O.....CMM USNRF Transferred
Fitzmaurice, Garrett P.....CCM USN Appointed Carpenter.
Goodwin, Charles H.....CY USN Transferred.
Hall, Alfred F.....CY USN Transferred.
Hall, John A.....CY USN Transferred.
Jensen, Viggo E.....CBM USNRF Transferred
Johnson, Louis .....CQM FNR Transferred.
Justice, Russel W.....CE USN Appointed Gunner.
Lawton, Oliver B.....COP USNRF Transferred.
Lohry, Walter E.....CY USN Transferred
McEachern, Earl W.....CWT USNRF Transferred.
Mahurin, James A.....CPM USN Transferred.
Palko, Julius F.....CWT USN Transferred
Paulson, Paul .....CBM USNRF Appointed Boatswain
Prater, Terrence T.....CQM USN Transferred.
Shinn, Elbert F.....CY USNRF Appointed Paymaster.
Sinclair, James .....CY USNRF Appointed Paymaster.

Stern, Joseph I.	CY	USNRF
		Transferred.
Van Der Heuel, C. N.	CMM	USN
		Appointed Machinist.
Walls, Bert T.	CStd.	USN
		Transferred
Weimer, Karl K.	CY	USN
		Appointed Pay Clerk.
Whitley, George W.	CWT	USN
		Transferred.

PETTY OFFICERS, FIRST CLASS

(All transferred.)

Dalton, Mervyn E.	MM1c.	USNRF
Daugherty, Claud	Eng1c.	USN
Granto, Hector J.	WT	USN
Guest, Howard E.	Eng1c.	USNRF
Hyatt, John T.	SC1c.	USN
Johns, Henry	SC1c.	USN
Lowe, Dan C.	Eng1c.	USNRF
McCauley, George C.	CM1c.	USN
Mead, John C.	E1c.	USNRF
Miller, John E.	Eng1c.	USNRF
Morris, Emery R.	MM1c.	USNRF
Pedersen, Edward A.	E1c.	USN
Pinn, Frederick E.	E1c.	USNRF
Scott, Howard W.	E1c.	USNRF
Swartz, George W.	E1c.	USN
Van Loo, Frank	SF1c.	USN

PETTY OFFICERS, SECOND CLASS.

Bratt, Lars J.	Eng2c.	USNRF
Brewer, Charles C.	SK2c.	USNRF
Eddy, Richard B.	Y2c.	USN
Everett, Lester H.	Eng2c.	USNRF
Groshong, Clarence V.	PM2c.	USNRF
Lampert, William	Y2c.	USN
Mason, Jesse	SC2c.	USN
Mason, Earl L.	Eng2c.	USN
Mickle, John L.	Oiler	USNRF
Murphy, Raymond C.	PM2c.	USN
Nicholson, William I.	MM2c.	USN
Roberts, Toy T.	BM2c.	USN
Rowe, Merwin	MM2c.	USN
Simmons, Vernon I.	Cox.	USN
Van Wye, Charles A.	MM2c.	USN
Von Bargen, Frederick H. G.	Eng2c.	USNRF
Walker, John V.	BM2c.	USNRF
Wellington, Arthur D.	Y2c.	USNRF
Wilbert, Jack Henry	SC2c.	USN

PETTY OFFICERS, THIRD CLASS.

Dabney, Elmer L.	Cox.	USN
Murphy, Clyde F.	PM3c.	USN
Pruner, William H.	E3c.	USN
Sinclair, Louis G.	Cox.	USN

SEAMEN, FIREMEN, ETC.

Anderson, Oscar A.	F1c.	USNRF
Averill, James P.	Sea.	USN
Bloker, Harold G.	Sea.	USN
Boike, Herman C.	Sea.	USN
Boyes, Gordon M.	Sea.	USNRF
Chase, Lewis F.	Sea.	USN
Chambers, Hugh H.	Bkr2c.	USN
Disley, Robert M.	Sea.	USN
Dunne, John A. T.	Sea.	USNRF
Fannin, Casper	SC3c.	USN
Givenetti, Fred	Sea.	USN
Henry, Leo G.	Sea.	USN
Holmes, Wallace D.	Bkr2c.	USN
Hough, Cyril W.	Sea.	USN
Jory, Henry A.	SC3c.	USN
Judd, Elmer P.	F1c.	USN
Keithly, Ruben	Sea.	USN
Keuhey, William J.	F1c.	USN
Laenger, Ernest, Jr.	Sea.	USN
Long, Joseph	SC3c.	USN
Meyers, Nicholas J.	Sea.	USN
Moore, John W.	Sea.	USN
Morris, Jesse S.	Sea.	USN
Munson, Arthur L.	Sea.	USN
Natoli, Joe	Sea.	USN
Nixon, Jesse A.	F2c.	USN
Parker, Charles A.	F1c.	USNRF
Ryals, Kenneth M.	Sea.	USN
Thatcher, Hugh F.	F1c.	USN
Britton, Babe	F2c.	USN
Buffington, Bryan B.	F3c.	USN
Denny, Albert O.	F2c.	USN
Faust, Leonard A.	S2c.	USN
Fox, Joseph R.	F2c.	USNRF
Harvill, Frank	S2c.	USN
Lawvere, Robert H.	S2c.	USN
Marsh, Stewart L.	Sea.	USN
Morgan, Virgil D.	F2c.	USNRF
Nicodemus, Conrad R.	S2c.	USN
Ormsby, Joseph M.	SC4c.	USN
Race, Alfred R.	F2c.	USNRF

Reidy, James M.	S2c.	USNRF
Reinier, Edgar E.	S2c.	USN
Reinkens, Jacob J.	F2c.	USNRF
Ross, Winfred B.	F2c.	USNRF
Shaw, Angus R.	S2c.	USN
Seeley, Glen	F2c.	USN
Sprouffske, Frank	SC4c.	USN

Messmen Branch

Antonio, Arcenio	Matt3c.	USN
Capas, Alejardo	Matt2c.	USN
Castaneda, Numeriano	WRStd.	USN
Castillo, Damaso	WOStd.	USN
Genuino, Alejandro	WRCk.	USN
Goles, Alfred	Matt3c.	USN
Hunt, James	Matt3c.	USN
Rosero, Modesto C.	WOCk.	USN
Vicente, Leon B.	WOStd.	USN
Villacampa, Toni	Matt3c.	USN

Men on Board After the Arrival of this Ship from the West Coast

CHIEF PETTY OFFICERS.

Casey, Joseph A.	CQM	USN
Frisco, Leonard	CQM	USN
Hodges, Joseph T.	CY	USNRF
Merwin, Joseph K.	(Cadet) CBM	USNRF
Mullin, Ignatius J.	CY	USNRF
Reid, Herbert P.	(Cadet) CBM	USNRF
Scannell, Thomas F.	(Cadet) CBM	USNRF
Sherman, Essleck S.	(Cadet) CBM	USNRF
Sodemann, Corwin J.	CY	USN
Wert, George S.	CCM	FNR

PETTY OFFICERS, FIRST CLASS.

Amy, Jesse L.	WT	USN
Boehnisch, Paul Wm.	Y1c.	USNRF
Carfagna, Henry	E3c.	USN
Cox, Jay George	QM1c.	USNRF
Fackenthall, Austin S.	Bkr1c.	USN
Hungerford, Fred O.	Bkr1c.	USNRF
Long, William S.	SC1c.	USNRF
McDuffie, Daniel G.	WT	USN

The GREAT NORTHERN's Bluejacket Band

LEFT TO RIGHT: H. W. Hoehner, J. W. Hoover, W. L. Frank, E. Schill, J. Angelo, R. R. Benjamin, F. V. Hazard, L. W. Burner, J. W. Major, A. Downer, J. W. Dugdale, W. J. Frangquist, R. J. McClain, J. B. Thomas, N. M. Gediman, F. R. Hochstrasser, E. L. Rooks, J. R. Hall, A. G. Wahlberg.

Morrissey, Floyd H.	WT	USN
Thomas, Harry R.	Bkr1c.	USN
Trachsler, Edwin	E1c.	USNRF

PETTY OFFICERS, SECOND CLASS.

Carramante, Francisco	SC2c.	USNRF
Crowl, Amos T.	E2c.	USN
Edlund, Oscar C.	E2c.	USNRF
Fountain, Robert L.	SC2c.	USN
Goodman, Shirley H.	E2c.	USN
Haigh, George	BM2c.	USN
Hall, Cowan McL.	Y2c.	USNRF
Hendricks, Howard R.	SC2c.	USN
Jones, William J.	SF2c.	USNRF
King, Dave	SC2c.	USN
Kinkele, Fred A.	E2c.	USN
Lakin, Earl R.	E2c.	USN
McKinney, James J.	SC2c.	USN
Newmyer, William R.	SC2c.	USN
O'Connell, Charles M.	MM2c.	USN
Pyles, Ross C.	CM2c.	USN
Rogers, Edward W.	CM2c.	USN
Shea, Leo J.	E2c.	USN
Sheehan, Eugene P.	Eng2c.	USN
Stead, Frank W.	Stk2c.	USNRF
Walint, Louis Joe, Jr.	MM2c.	USN
Ware, Joe B.	Y2c.	USN
Jacobs, Theodore F.	Eng2c.	USN

PETTY OFFICERS, THIRD CLASS

Allen, William S.	PM3c.	USN
Baber, Floyd E.	E3c.	USN
Butler, Hardy R.	E3c.	USN
Duffy, John H.	QM3c.	USNRF
Duree, Cecil M.	E3c.	USN
House, Walter R.	PM3c.	USN
John, David M.	PM3c.	USN
Kendall, Oral F.	Cox.	USN
Peterson, Elof H.	Y3c.	USNRF
Robinson, Adam J.	Y3c.	USNRF
Robinson, Leroy P.	E3c.	USNRF
Rosenberg, John	QM3c.	USN
Sencenbaugh, Rex W.	E3c.	USNRF
Sherry, William	E3c.	USNRF
Treff, Clarence	E3c.	USNRF
Yacovone, John B.	CM3c.	USN

SEAMEN, FIREMEN, ETC.

Angelo, William	F3c.	USNRF
Aubin, Henry L.	F3c.	USNRF
Bader, Raymond W.	S2c.	USNRF
Bamerlin, James W.	S2c.	USNRF
Barber, Eric C.	F2c.	USN
Barrett, Arthur A.	S2c.	USN
Berthiaume, Gaspard	S2c.	USN
Binzer, Henry H.	Bkr2c.	USN
Blackman, Max	SC3c.	USNRF
Blair, Turner	F2c.	USN
Boyce, John A.	S2c.	USN
Buckly, Alonzo E.	F3c.	USN
Buonora, Anthony F.	F3c.	USNRF
Bush, Paul S.	HA1c.	USN
Canny, Daniel J.	SC3c.	USNRF
Campbell, Glenn	F2c.	FNR
Carroll, Charles V.	F2c.	USN
Carlson, Clarence	F3c.	USN
Clark, Wiley	S2c.	USN
Clyne, Charles	SC3c.	USNRF
Costello, Mortimer J.	F2c.	USN
Coulter, James E.	F3c.	USNRF
Colvin, Allan B.	HA1c.	USN
Condit, Walter	F1c.	USN
Condra, Edward L.	Sea.	USN
Craig, Norman E.	F3c.	USNRF
Crowley, Edward B.	F3c.	USNRF
Cryster, Charles E.	F3c.	USNRF
Cummins, Ben M.	S2c.	USN
Cunningham, Edgar L.	S2c.	USN
Davis, Frank	SC3c.	USNRF
Daily, Thomas W.	F3c.	USNRF
Donahey, Emmett N.	F3c.	USNRF
Defelice, John J.	F3c.	USNRF
DeHaven, Wm. F.	F3c.	USNRF
Dobbie, William G.	F3c.	USNRF
Doelfel, William P.	F3c.	USNRF
Dolan, John F.	F3c.	USNRF
Donahue, Floyd F.	F3c.	USNRF
Donahue, Walter J.	F3c.	USNRF
Dortch, William T.	F3c.	USNRF
Dortch, Harvey G.	F2c.	USNRF
Elliott, R. A.	F1c.	USN
Engel, George	F3c.	USNRF
Farley, Francis J.	SC4c.	USNRF
Friend, Ralph W.	SC3c.	USN
Gimber, Don H.	Sea.	USN
Goodman, Frank	SC3c.	USNRF

The GREAT NORTHERN's Famous Jazz Band (formerly the Big Four and Bob Steel, Cornell University)

Gould, Clifton J.	S2c.	USN
Graham, William F.	Sea.	USN
Graves, Charles H.	SC3c.	USN
Gross, Albert A.	S2c.	USNRF
Griffin, Harold	SC4c.	USNRF
Gulan, Walter S.	Sea.	USN
Gunther, Raymond C.	SC3c.	USN
Guffin, Fred A.	S2c.	USNRF
Gust, Fred E.	F3c.	USNRF
Gwartney, Frank W.	S2c.	USN
Hagan, Thomas P.	S2c.	USNRF
Hale, Charles J.	S2c.	USNRF
Hanna, Joseph E.	SC4c.	USNRF
Harding, Elmer G.	S2c.	USNRF
Harris, Ralph M.	F1c.	USN
Herbst, Charles P.	S2c.	USNRF
Hill, George A.	SC3c.	USNRF
Howard, Thomas	F3c.	USNRF
Hronek, Rudolph	Bkr2c.	USN
Hughes, Charles	Bkr2c.	USN
Isele, Walter S.	HA1c.	USN
Jakey, LeRoy	F1c.	USNRF
Jones, Benjamin H.	Sea.	USN
Jones, Boyd E.	S2c.	USN
Jones, Wilson F.	AS	USNRF
Johnson, Charles M.	S2c.	USNRF
Johnson, William	S2c.	USNRF
Karlstad, Clarence O.	AS	USNRF
Kelsall, Howard C.	AS	USN
Kelly, Micheal A.	S2c.	USN
Kendel, Robert M.	S2c.	USNRF
Kendel, Robert M.	S2c.	USNRF
Kimbrough, Claud L.	S2c.	USN
Kisner, William J.	S2c.	USNRF
Kohn, Clyde F.	S2c.	USNRF
Kreiner, Charles J.	S2c.	USNRF
Kresse, Julius C.	AS	USNRF
Knickerbocker, Leslie F.	Sea.	USN
Knott, Earle J.	Sea.	USN
Kunde, Kurt C.	AS	USNRF
Kunde, Emil J.	F1c.	USNRF
Langford, Letcher L.	HA1c.	USN
Lapraith, George T.	F1c.	USN
Laederach, Julius	S2c.	USNRF
Lail, Thomas H.	S2c.	USNRF
Laing, Walter A.	S2c.	USNRF
Lamb, Earrald C.	AS	USNRF
Larkin, Arthur J.	F2c.	USN
Larsen, Leroy R.	AS	USN

Larson, Victor A.	S2c.	USNRF
Lawson, Chester A.	S2c.	USNRF
Lewandowski, Stanley H.	AS	USNRF
Liebl, Joseph A.	S2c.	USNRF
Lohrey, William O.	S2c.	USN
Lott, Harry W.	S2c.	USNRF
Lund, Hans	AS	USNRF
Luberger, William	SC3c.	USNRF
Luzader, Harry B.	Sea.	USN
Mantle, Lewis C.	S2c.	USNRF
Marguart, John E.	S2c.	USNRF
Mattern, George	SC2c.	USNRF
Madigan, William C.	Bkr2c.	USN
Mathews, John J.	SC3c.	USNRF
McCandless, Lee R.	F1c.	USN
McClary, Kelly W.	Sea.	USNRF
McCracken, Thomas C.	Sea.	USN
McKeon, William	Sea.	USN
McNutt, Walter E.	Sea.	USN
McDonnell, Joseph	AS	USNRF
McLachlin, Albert L.	S2c.	USN
Mericle, Howard W.	Sea.	USN
Michalski, Tony	AS	USN
Miller, Ralph W.	S2c.	USNRF
Murphy, Floyd V.	S2c.	USNRF
Nelson, Henry	AS	USN
Newbill, Carl V.	SC3c.	USN
Nickerson, Harry J.	SC4c.	USNRF
Norris, Harry L.	S2c.	USNRF
O'Brien, Charlie	Sea.	USN
O'Brien, Edward	SC4c	USN
Oberhauser, Charles E.	F3c.	USNRF
O'Connell, Peter J.	S2c.	USN
O'Connor, Joseph P.	HA1c	USNRF
O'Hearn, Leo C.	S2c.	USN
Oliver, Chester V.	SC4c.	USNRF
Oliver, Shirley K.	SC4c.	USNRF
Olson, Walter	S2c.	USN
Parr, Roy E.	S2c.	USNRF
Perkins, James E.	S2c.	USN
Peters, Arthur J.	Sea2c.	USNRF
Peterson, Albin W.	S2c.	USNRF
Petri, Leonard C.	AS	USNRF
Peters, Arthur J.	Bkr2c.	USN
Podraza, John	S2c.	USNRF
Pratten, Norman L.	AS	USNRF
Prince, Abe	S2c.	USNRF
Pritts, Curtis E.	S2c.	USN
Pry, Earl J.	Sea.	USNRF

Ray, Paul L.	F1c.	USNRF
Reid, Carl K.	S2c.	USN
Reisman, Maurice E.	S2c.	USNRF
Reynolds, Michael H.	S2c.	USN
Rebmann, Frederick C.	Bkr2c.	USN
Reichert, Albert H.	HA1c.	USNRF
Richardson, Henry H.	S2c.	USNRF
Riddle, Clarence L.	S2c.	USNRF
Rinderneck, Harris S.	S2c.	USN
Rishar, Anthony A.	S2c.	USNRF
Ritchie, Arthur J.	S2c.	USNRF
Rice, James M.	SC3c.	USNRF
Robinson, LeRoy E.	S2c.	USNRF
Romano, Thomas A.	S2c.	USN
Ryekman, Floyd J. S.	S2c.	USN
Rust, Howard A.	Sea.	USNRF
Slane, Daniel F.	F1c.	USN
Smith, James	SC3c.	USNRF
Stowe, Earsal	F1c.	USN
Swope, John R.	Bkr2c.	USN
Salak, James	S2c.	USN
Samuelson, Carl A.	AS	USN
Sanker, Harry D.	AS	USNRF
Schomer, William	S2c.	USN
Schwartz, David D.	SC3c.	USNRF
Silveira, Lawrence J.	S2c.	USN
Singleton, Arthur L.	S2c.	USN
Snyder, Peter P.	F3c.	USN
Spencer, William T.	F3c.	USNRF
Sperier, Alphonse J.	F3c.	USN
Sroka, Joseph F.	F3c.	USN
Stafford, Joseph	F3c.	USN
Steinruck, Henry John L.	S2c.	USNRF
Stockwell, Wallace E.	S2c.	USNRF
Tamaskovics, Mike, Jr.	S2c.	USNRF
Taylor, Ollie	F2c.	USN
Throm, Thomas H.	S2c.	USN
Toler, Floyd N.	F2c.	USN
Ullsperger, Ermil W.	F3c.	USNRF
Vagoun, Frank	F1c.	USN
Van Meter, William J.	F3c.	USN
Voegelein, Edward J.	S2c.	USN
Wall, Sylvester	SC3c.	USNRF
Watkins, Harry A., Jr.	Sea.	USN
Whealy, Chester Van	F1c.	USN
Willis, Robert E.	F1c.	USN
Wakevainen, Aros F.	F3c.	USNRF
Walt, Forest E.	F3c.	USNRF
Whitson, Ray G.	F1c.	USN

Wilgus, Horace E.	S2c.	USN
Wiley, Amos E.	F3c.	USN
Will, Edward C.	F3c.	USNRF
Winzell, Edwin	F3c.	USNRF
Wright, William G.	S2c.	USN
Young, James M.	Bkr2c.	USN
Zeller, Howard W.	SC4c.	USN
Zern, Widney F.	F3c.	USN
Zuick, Harold M.	F3c.	USNRF

MESSMEN BRANCH.

Byrne, Eugene J.	Matt3c.	USNRF
Caracci, Frank P.	Matt2c.	USNRF
Chambers, Walter	Matt3c.	USNRF
Coles, Cornelius R.	Matt1c.	USNRF
Collins, Charles L.	C.Std.	USN
Edwards, James A.	Matt3c.	USNRF
Farnell, Henry	C.Ck.	USN
Fielding, William	WOStd.	USNRF
Flanagan, T. P. L.	WRStd.	USNRF
Gardner, Chester F.	Matt3c.	USNRF
Grant, Raleigh G.	Matt2c.	USNRF
Heade, Ambrose M.	Matt3c.	USNRF
Henry, Thomas	Matt3c.	USNRF
Hill, Paul B.	Matt1c.	USNRF
Hinezey, Jack	Matt1c.	USNRF
Hunter, Emmett E.	Matt3c.	USN
Hyman, James A.	Matt3c.	USN
Irving, Paul	Matt3c.	USNRF
Ingraham, Richard	Matt3c.	USNRF
James, Benjamin L.	Matt1c.	USNRF
Jones, Shirley S.	Matt3c.	USNRF
Kisner, Isaac	Matt2c.	USNRF
Kistner, Rudolph	Matt3c.	USNRF
Lacaze, Joseph F.	Matt2c.	USNRF
Lyles, Harry E.	Matt3c.	USNRF
Munro, John A.	WRStd.	USNRF
Oliver, William F.	Matt3c.	USNRF
Steward, Thomas H.	Matt2c.	USNRF
Texada, Kilbainy	WRStd.	USNRF
Thomas, Theodore T.	Matt3c.	USN
Zavattaro, Frank	WRStd.	USNRF

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